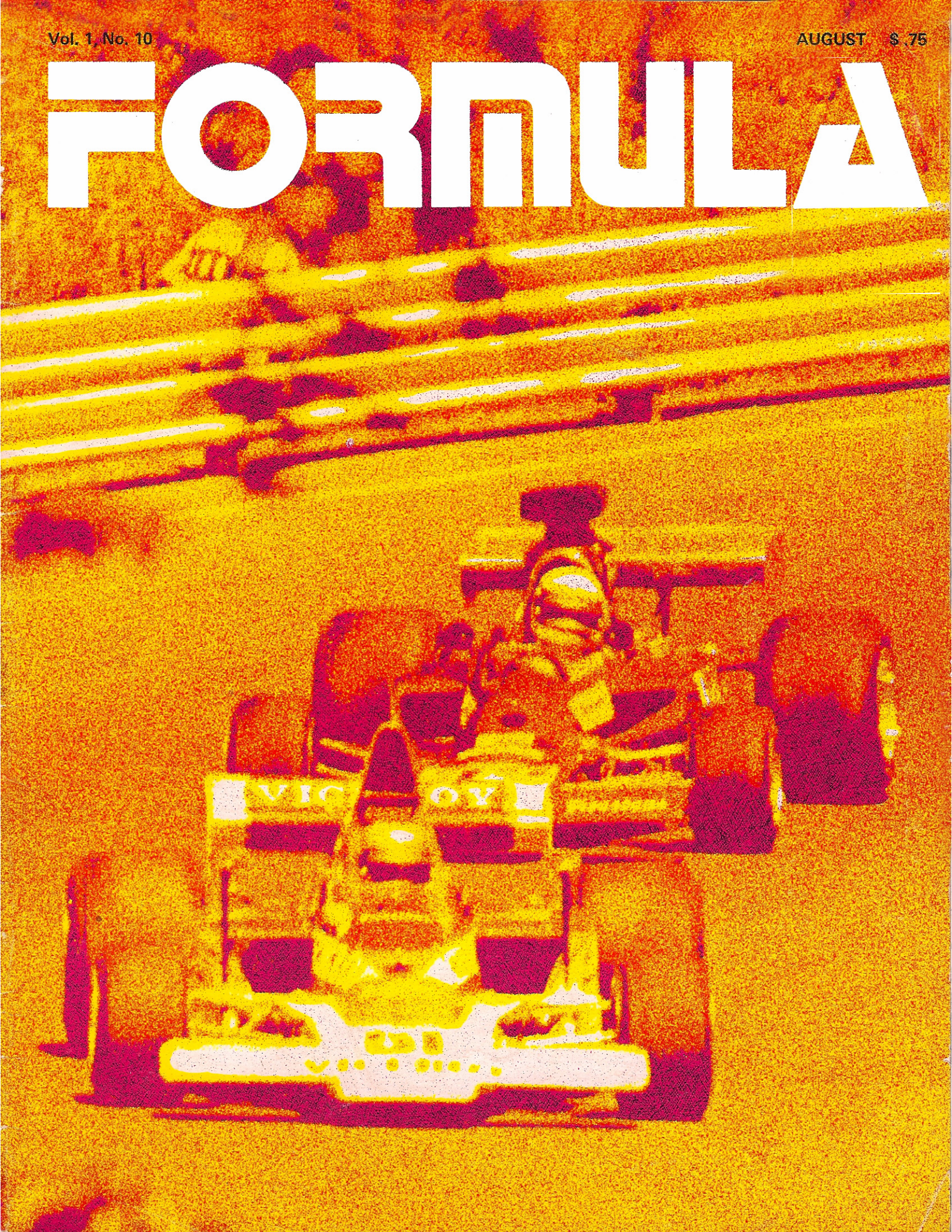
Vol. 1, No. 10 AUGUST $ .75

FORMULA





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Above, Mario Andretti and the spoils of victory.

cover:

Mario Andretti driving his back-up Viceroy Lola T-332, leads Jim Hawes in his Air-Flow Research Lola T-330 in practice at Watkins Glen. Story on page 11.

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Letters:

First I wish to say that FORMULA Magazine is "All-Right", keep up the good work, it takes time to develop a major publication.

The time has come (in my opinion) in Formula Ford that we need to form an Owners, Drivers, and Constructors Association. I don't mean some pussy-fuck decal, sew-on-patch socialite car club but a real functioning body of leaders working toward common goals, ie. money races, pro races, sponsors etc. The association should be made of people willing to work and work hard toward these goals. Formula Ford drivers need financial help, the costs of preparing a competive car have gotten out of hand compared with the return. Like the song says "nothing from nothing leaves nothing" I am ready to go to work now! We need to function as a unified group and voice our desires and goals as a recognized organization to the sanctioning bodies, track owners, and organizers. Anyone interested???

Hugh Mooney
RPM Racing

We at FORMULA feel Mr. Mooney has a good point, we'd like to see what you think, write us and lets get something going. Ed.

I commend you on your editorial proposing SUPER FORD or SUPER 1600. I fully agree that a formula class halfway between F/B and F/F is needed in many areas of the U.S. This needs to be a formula that people can afford, that has keen competition and enough power to offer a driving challenge to longtime F/F competitors.

I believe the basic rules you have layed out would be good ground work for the Formula, but it seems to put F/C out to lunch. What you should be aiming for is to REVIVE F/C as a class where your 1600 stock based engines could compete against 1100cc full-race engines. This would be a major rules change... but this is what F/C needs! Some F/C drivers would oppose this type of a change as they would be competing against more than one or two other cars in their class but as you said you can't make everybody happy.

My counter proposal to your FORMULA SUPER 1600 is to make the following changes to F/C:

A. ENGINES

1. Engine displacement below or equal to 1100cc unrestricted full-race engine.
2. 1600cc stock based engine using all factory parts with a standard valve size and a maximum compression ratio (for overhead cam engines a slightly smaller valve size should be used) to keep it competitive, with push rod engines.

The maximum compression ratio should keep the engines reliable. It would also help to keep engines with a stronger bottom-end from dominating the class.

As far as component modification goes it should be the same as Formula Super Vee, which would be incorperated in the class.

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B. CHASSIS

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minimum weight:

700 lb 1100cc motors
900 lb 1600cc motors

SUSPENSION:

Free bodywork based on F/SCCA rules to allow some freedom aerodynamically, all dimensions to the relative size of the formula.

WHEELS'

8" x 13" - 14" or rims.

There are many details needed to be worked out but with little time and consultation it would not be any problem.

Thank you.
Wayne C. Sommers
Collignon Cars,
Lakewood, Calif.



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From The Drivers Seat

Recently, here at FORMULA, we've received a lot of mail & comments pertaining to formula car rules. We felt some of the complaints were very valid and some of the solutions interesting and worth throwing out to our readers to see if they think their is any merit to them.

We'll begin by assailing F/V. It's becoming obvious that F/V is rapidly losing its onetime fanatical following and no longer luring hordes of ambitious low-buck new comers or for that matter any big-buck new comers. We think the reason for this is that people feel they are paying close to $5000 for a dune buggy, and not a real race car. This is aggravated by the fact that for a couple of thousand more a racer could get into a Formula Ford, which at this point in time has snob appeal and prestige.

Now we'll give our suggestions for a major rules change (which many Vee people say is needed), allowing greater freedom in aerodynamics with the removal of the generator and fan shroud, these rules would help the cars look better and boost a driver's ego, making him feel he is driving a real race car, no matter how trivial this sounds, you have to take it into account.

Other rules that need to be changed would be allowing remotely located oil coolers, greater volume oil pumps and oil filters.

Head porting rules should also be liberalized in order to lower the amount of time required for a machinist to develop a port design, which in turn, would drastically reduce the cost of a good motor.

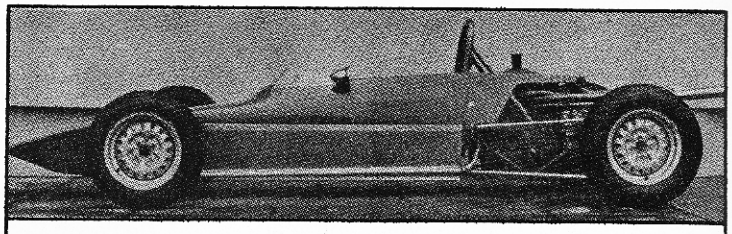
Now it's Formula Ford's turn. How about a claiming* Formula Ford? This would be a class where a competitor could claim any car on the grid for $7000. It's beginning to appear steps like this are necessary, remember when F/F was a class where someone who wished to start racing could start and in a reasonably short time run competitively without spending $30,000 a year? A rule like this would outlaw the $14,000 car which is finally becoming the only way to win.

One final thing, isn't it about time the SCCA got off their collective asses and did something about promoting some pro Formula Ford races!

*For you who are unaquainted with the claiming procedure, it involves this simple rule. Any competitor who is entered in an event can approach any other competitor entered in the same event, before the race accompanied by the Chief Steward, and present a cash offer (of $7000 in this case) for the other competitors car. The competitor can refuse the offer, but in doing so forfeits his right to race. If he accepts he must deliver the car immediatly after the race. This also could be applied to engines.

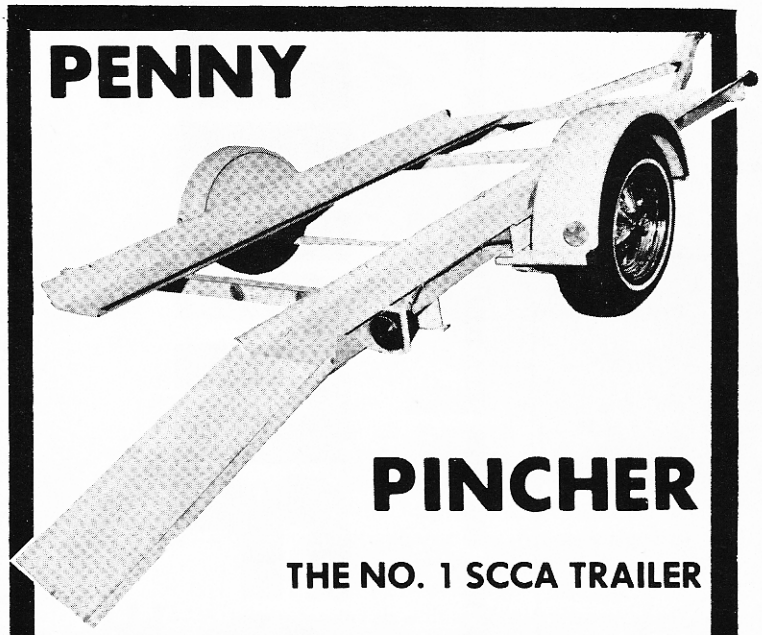
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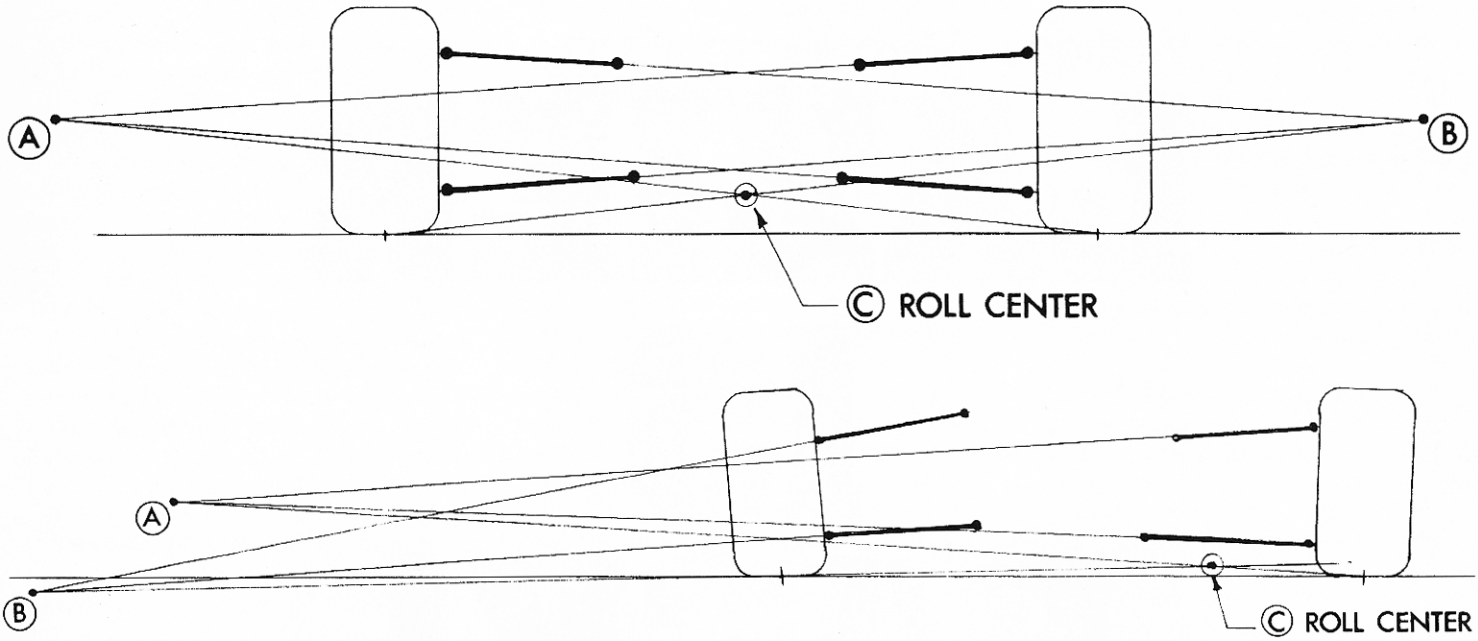
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THE FIRST WORD ON ROLL CENTERS

BY AL THOMAS

Al's work in the automotive racing field is outstanding, with work for the Autonectics Corporation, Bassette Racing Headers, Engines by Unser, Automotive Development and Astech Fiat where he designed their cylinder head conversion.

His educational qualifications are a Bachelor of Science in Aeronautical Engineering and a Bachelor of Science in Electronic Engineering.

He is presently working as a consultant in the Southern California area.

A car's roll center is the point at which its suspended part is momentarily pivoted when forces act upon its tires. The roll center is found by producing lines through the suspension lateral locating links, projected onto the plane of the axle centerline, until they intersect, as shown in figure 1. The points of intersection (A and B) are the centers of motion for their respective wheels, relative to the suspended part. These are the "instant centers" of the suspension. The intersection (C) of lines drawn through each instant center and its respective wheel's contact patch is the "roll center".

A fact that escapes many is that the roll center is not forever fixed in space. Yes, suspension fans, it *does* move! Figure 2 shows the effect of roll upon location of the roll center. Recognize that if a wheel lifts off the ground, the roll center for that end of the car becomes the instant center of the wheel remaining in contact with the ground.

The roll center concept is unsatisfactory for complete understanding of lateral force related problems. It is necessary to approach understanding suspension geometry from the systems standpoint. To aid this, the concept of "roll axis" should be employed. The roll axis is the line passing through a car's front and rear roll centers. As pointed out above, the roll centers move. Therefore, the roll axis tilts and skews as a car encounters bumps and is driven around corners.

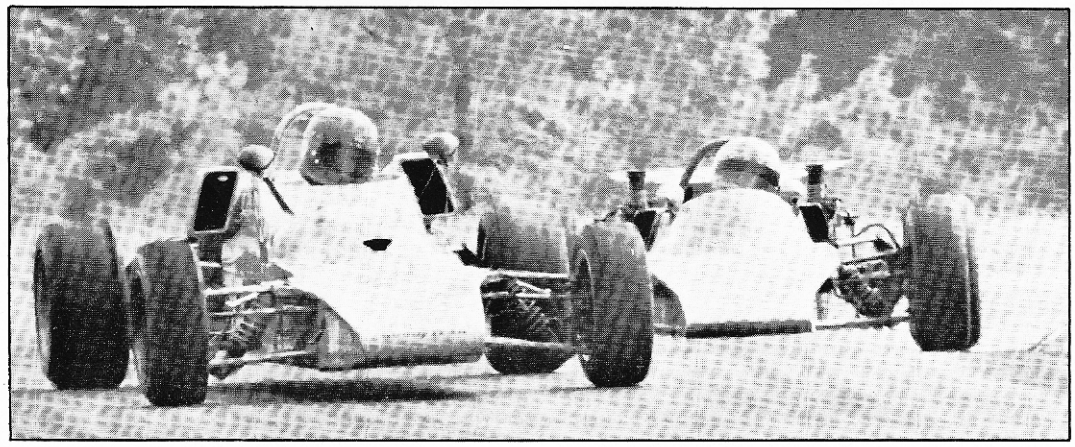
Determination of the roll axis location under dynamic conditions is complicated because the epicenters of the tire contact patches vary continually. The tires also complicate analysis because they deflect with loading. They constitute a suspension system between the rims and the road, which, of course, has its own roll axis. A compatible roll axis system must be created for optimum controlability to be achieved.

Roll axis geometry must be considered in chassis design, development and tuning because it is involved in determinmining the magnitudes of roll, jacking and tire scrub on bump. Management of roll axis location and movement can be used to endow a car with a measure of automatic disturbance recovery, and a high degree of controlability. A roll axis near the ground gives minimum jacking and lateral scrub on bumps. A roll center near a car's sprung mass center gives minimum roll moment to be resisted by the road springs and anti-roll bars. A tilted roll axis gives different transient, and steady state, roll moments at one end of a car than the other. Location of the roll axis can be used to provide a servoed compliance with lateral force transients. Roll axis motion, controlled according to certain criterea, will give optimum "cluing" of the driver.

A chassis specialist who understands, quantitatively, the influence of the roll axis upon chassis dynamic behavior, and upon "human pilot dynamics" can develop race cars which evoke utmost driver confidence.

Watkins Glen Gold Cup

LAZIER IS BACK!



TEXT AND PHOTOS BY STEVEN MAYER

"Freddie's A Good Shoe"
- Bob Lazier

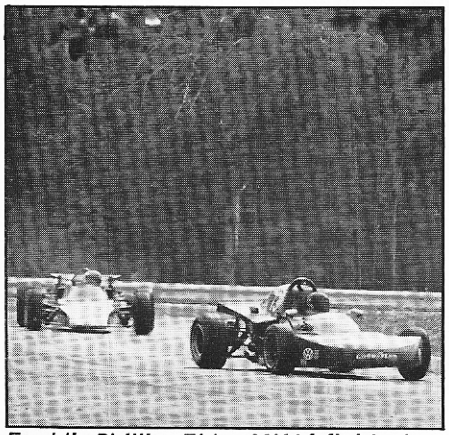
Boy, that Fred Phillips, what a driver. Going from the top of the ladder in Super Vee to the bottom, he's back on top. After destroying his original racer at the Laguna Seca IMSA event in May, he reluctantly took his spare car, an Elden MK14, off the trailer and prepared for the event nearest his Louisana home, Road Atlanta. Qualifying third, he was forced into the pits early on, but returned one lap later into the fray and literally hounded Harry Ingle for the remainder of the event finishing just flying tire treads behind the second place finisher. This latest model Elden having proven its race worthiness in the heat of competition (Series contender Tom Bagley states categorically: "Nothing can stay in the corners with the Elden.") was ready for the next test. Going from the "handling" Southern track, Phillip's "MK14" showed its adaptability by qualifying second on the "fast" Watkins Glen course, only behind Bob Lazier, and that with a bad engine. Finally finishing fifth, after being as high as second, "Cuddely, fuddely" Phillips and his Elden are back on top once again. The race, however, was not of Phillips, but of Bob Lazier in the Bunce Lola T332 and series point leader Elliot Forbes-Robinson in the Lynn.

Bob Lazier didn't appear for the Thursday practice at the Glen. "Bobo," as he is known to friends, inadvertently overlooked the schedule, and when discovering his one-day's late arrival meekly said, "Boy, is Wilbur going to be mad." Wilbur Bunce was annoyed to be sure, for besides Bobo's mistake, Alan Turner, stablemate on the Bunce Racing Team crashed badly in Turn 9, and wrote off the front section of his Lola T320. Yet as dismal the beginning, no more misfortunes plagued the team, just the rest of the competition.

The usual bunch arrived after the previous weekend's rain-filled event at Road Atlanta. VW of America not wishing the same discomfort for the Glen event erected a circus tent for the Super

Vee competitors lending a sense of unparalleled unity among the participants. So homely was the scene, new Viceroy team driver Benny Scott (Randy Bethea broke his leg in practice at Road Atlanta) suggested, "We ought to rig a trapeze just to swing about the tent." (Like monkees?)

Practice and qualifying were the usual shambles. New cars appeared in the form of Bob Lillquist in the Amsign Mfg. Corp. Lola T320, Marc Felsen in the new LeMans Motors Lola T322 (damaged in practice; did not race), Shelton Lindsay in an Opert Racing Tui, Chris Gleason in a new Keystone Auto Products-Opert Tui BH4. Returnees for this event included Ed Wachs in the Prototype Engineering Lola T320M, John Kalagian and John Clark Mills in their Lynx D, and Reeves Calloway in the Fast Company Lola T250. Opert Racing experienced problems from the beginning, mainly with engines on the Bror Jaktlund and Turner Woodard BH4s and a failing battery on Gleason's, leaving all placed low on the grid. Elliot Forbes-Robinson lost an engine after both he and teammate Bill Robinson recorded fastest trap speeds at 139.5 mph. Tom Reddy's safety breaker broke apart on the Montgomery Tui which punctuated his qualifying effort, leaving a 17th grid position for his 2:02.8 time. Hurley Haywood shunted the Armco at Turn 6 in qualifying, but was able to go below the two minute mark after being quickest in the initial practice by several seconds. For the inexperienced and uninitiated to the Glen, many did not jet their carburation properly, resulting in burnt pistons. The exception to this, of course, were the top runners.



Freddie Phillips Elden MK14 finished 4th after starting 2nd

The previous qualifying of 2:02.04 as set by Bertil Roos the previous year in a Tui BH3 was broken by the first fifteen, with the first seven under 2:00! The first seven, in order, Lazier, Phillips, Harry Ingle (Zink Z11), Richard Melville (Scott Racing Royale RP18A), Tom Bagley (Royale RP9), Howdy Holmes (Lola 252), and Hurley Haywood (Zeitler Racing Design Tui BH3) had their proverbial acts together during the qualifying session with Lazier, Phillips, Holmes, and Bagley running as in a train at times, towing one another, passing, re-passing, many times within each lap. Surprising times were yielded by Peter Moody in the Drawn Metal Tube Tui BH4 with 2:00.6, Calloway (2:00.8) and Bill Neuhoff in the Scott Racing Royale RP18 (2:01.3).

The race itself, though exciting as usual for Super Vee, was just the similiar expected competitive bash for these competitors. Elliot Forbes-Robinson did not lead the first lap after starting twelfth, instead "heck, he was only fifth." Bob Lazier led the field through the first turn and the first lap safely pulling ahead a few car lengths per lap followed by Phillips, Ingle and Melville. Phillips with a bad engine already was dropping behind, being fourth on the second lap behind Bobo, Ingle and F-R. The two "H.H."s, Hurley Haywood and Howdy Holmes spun off in tandem when Forbes - Robinson stormed through, Haywood to an eventual succumbing to a low placing, and Holmes to a superb drive through the field (after getting out and pushing his car from the barrier) to 10th, a contender doomed in this race by the fate of others.

Lazier by the fourth lap was already without a clutch, and with a compression gap in the engine curve, was easy prey for Forbes - Robinson. Elliot, though, was not without problems for his shift linkage was failing in the midst of this battle. These two cripples seemed to have created a case of the blind leading the blind. Richard Melville lost his face shield from the Bell Star, but was nontheless embroiled in the drive of his life with Harry Ingle, himself with an affected engine. "Cuddely Fuddely" Freddie was just watching these happenings at a distance hoping...hoping for others' misfortune to become his wealth.

Others behind, though, were coming through the field, just like Howdy Holmes. Benny Scott was progressing from 24th to 11th; 21-year-old Walter Wilkens (Heppenstall Royale RP18) hounded veteran Tom Reddy enroute to 9th, until Reddy's engine blew. Ed Wachs fought himself to 6th battling with Phillips at the race's end. Bob Lillquist went from 27th to 10th before retiring without oil pressure. Opert Racing's main trio of Jaktlund, Woodard, and Gleason retired with engine ailments of one sort or another, as did Reeves Calloway, Bill Robinson, and Bill Alsup. Hancock Racing (John Hancock and Ben Blankship) both suffered dropped valves.

The race at the front, despite everyone's troubles, ensued. Bobo and EF-R went at the lead, trading the first position within each lap, each benefiting from the other's problems. For six laps this continued with Melville and Ingle second behind, themselves in their private duel, but this was not to be the weekend for Forbes-Robinson. Suffering from the start with a duff shift linkage, the malady worsened to the extent of having to slow several seconds off the fastest race lap of 1:57.0 he recorded when dicing with Lazier. From the lead he slid gently down the pack into fifth spot, far behind Phillip's Elden, and just ahead of oncoming Ed Wach's Lola.

Lazier beyond the draft of Melville and Ingle quietly dialed out the remaining laps. Courageous Richard Melville, without any protection to his eyes, withstood the foraging of Harry Ingle's Zink to finish just a car length ahead of the black Zink and two seconds behind Bobo's yellow Lola. Fred Phillips cruised in, fifteen seconds behind in fourth, followed by Forbes-Robinson, Wachs, Peter Moody, Tom Bagley (running as well with a sick engine), Walter Wilkins ("He drove a very good race." - Ray Heppenstall, his mentor), and Howdy Holmes, with a sterling drive through the field, following the second lap spin in turn one.

The Lazier victory raises speculation as to the championship. The series having reached the half-way point, still has the runaway early leader, Elliot Forbes-Robinson, twenty points ahead of second place Harry Ingle, 95 to 75. Tom Bagley, Hurley Haywood, Howdy and Bob Lazier follow with 58, 43, 31, 30 points respectively. With six races re-

This is how they finished; Lazier, Melville and Ingle (note Melville has no visor)



maining all have a run at the championship, but realistically if anyone is to overtake the series lead, only Ingle and Lazier have the best opportunities, as both almost always finish within the top four. The coming races are on tracks where both do well, yet more importantly both will have sufficent funding in these last events to ensure race worthiness, while preparation may slacken in the other contendor's machinery.

The next event at Charlotte will be a telling one. In this event will be the match race of the season, between the Lynn of Forbes-Robinson and the Zink of Ingle. Whoever wins or finishes in front of the others, also wins the loser's race car. Charlotte by far is the best location for such a bet, incorporating straights, fast curves, slow turns; an even compromise which does not permit car superiority, allowing only the driving to be the issue in question. Whoever wins, Forbes-Robinson or Ingle, will have an advantage to season's end.

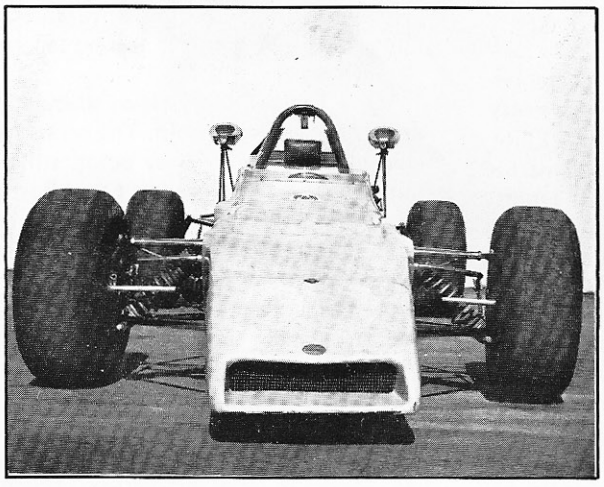
The story at this event, though, was of Bobo. Bob Lazier was asked before the event why his new Lola was running so quickly. "We worked with it, but we still have more to get out." And commenting on the Fred Phillips Elden, another new car, qualifying performance, he said modestly "Freddie's a good shoe." Yet in light of his missing a day's practice, the real reason why the Lola went so very rapidly is as others such as Phillips have said about him, "Bobo's a good shoe, too."

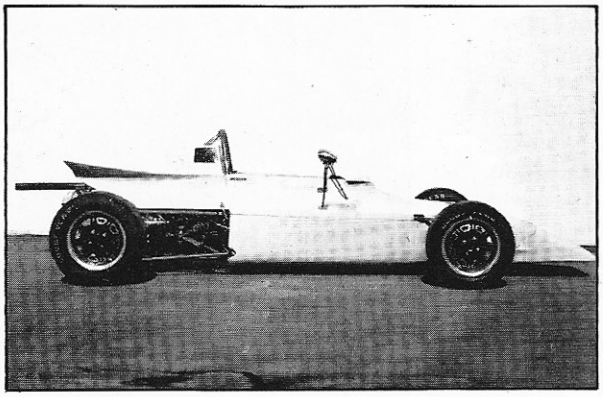
VW GOLD CUP for FORMULA SUPER VEE
July 14, 1974

1. Bob Lazier, Wilbur Bunce Racing Lola T322, 2. Richard Melville, Scott Racing School Royale RP18A, 3. Harry Ingle, Ingle Zink Z11, 4. Fred Phillips, Phillips Eldon MK10, 5. Elliott Forbes-Robinson, Pharr Yarns Racing Lynn, 6. Ed Wach, Prototype Engineering Lola T320, 7. Peter Moody, Drawn Metal Tube Tui, 8. Tom Bagley, Bagley Royale RP9, 9. Walter Wilkins, Wilkins Royale RP18A, 10. Howdy Holmes, Sun Racing Lola T252, 11. Benny Scott, Black American/Viceroy Lola T252, 12. Bill Robinson, Pharr Yarns Lola T320, 13. John Clark Mills, Lynx Cars Lynx D, 14. John De Seyn, De Seyn Lola T250, 15. John Kalagian, Kalagian Lynx D, 16. Reeves Callaway, Fast Co. Ltd. Lola T250, 17. Jack Rabold, Rabold Tui AM29, 18. Mark Felsen, LeMans Motors Lola T322, 19. Chris Gleason, Keystone Auto Supernova Tui BH3, 20.William Neuhoff, Scott Racing School Royale RP18A, 21. Loran Gregory, Gregory Racing Lola T252, 22. Robert Dugo, Bert's BT Lounge Hawke DL5B, 23. Tom Reddy, Montgomery VW Tui BH3, 24. Rick Gross, Gross Royale RP14, 25. Joe Colantonio, Inver House "8" Lola T252, 26. Turner Woodard, Opert Racing Supernova Tui BH3, 27. Ed Mulford, Brian Stewart Racing Tui, 28. Hurley Haywood, Zeitler Racing Design Tui BH3, 29. Bob Lillquist, Amsign Mfg. Corp. Lola T320, 30. Shelton Lindsay, Opert Racing Supernova Tui BH4.

REVISED 1974 FORMULA SUPER VEE
GOLD CUP STANDINGS
(through July 14, 1974)

Elliott Forbes-Robinson	95
Harry Ingle	75
Hurley Haywood	43
Howdy Holmes	31
Bob Lazier	30
Allan Turner	27
Richard Melville	26
Fred Kottulinsky	25
Bror Jaklund	20
Tom Reddy	17
Peter Moody	17
Walter Wilkins	15
Fred Phillips	12
Chris Gleason	12





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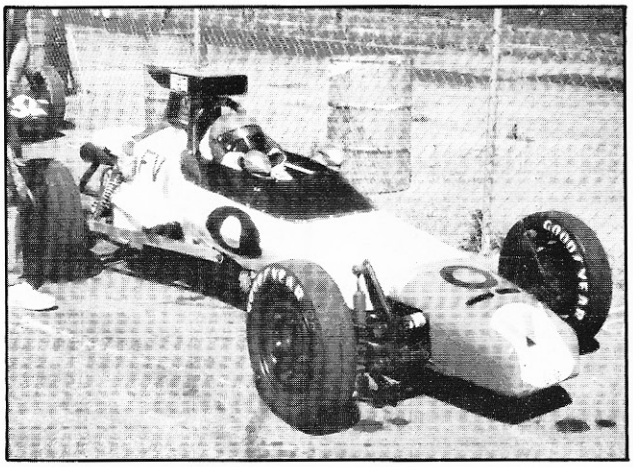
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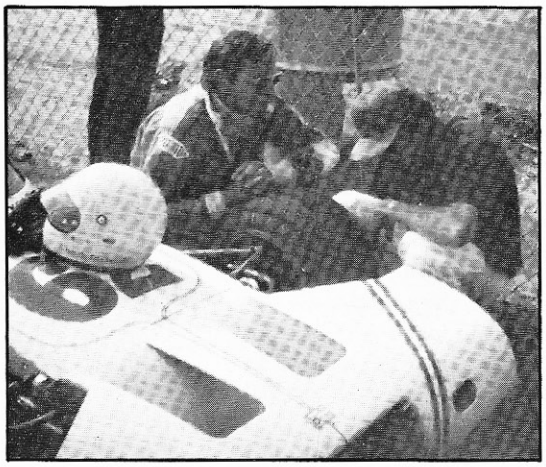
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Grattan National 7-21-74

TEXT AND PHOTOS BY BERNARD DeVITO III

FORMULA FORD

The second national race at Grattan Raceway was blessed with two beautiful days and a dry track! Saturdays qualifying session went very well, with the Central Division Point leader Vince Muzzin nabbing the pole position in his Lola T340 at 1:28.5. His time, as well as a couple others, were well under the track record set last year at 1:30.0.

Qualifying close to Vince was Jim Harrell's Zink at 1:28.6. B. J. Swanson, second in point standings, earned himself third position with a time of 1:28.8. Gridded fourth was Steve Lathrop, and Carl Liebich fifth.

At the start all 26 cars tore away down the quarter mile straight. Going into turn one two cars bumped which sent cars scrambling for a piece of the road. Only one car retired from the incident.

After one lap Muzzin was ahead by 5 car lengths over Swanson. From here Muzzin's lead would build stronger each lap by at least eight-tenths of a second a lap.

On the third lap Liebich got to the inside of Jim Harrell at the end of the straight and Jim lost his fourth position. Closing on both of these drivers was Tim Evans who started eighth. On the fourth lap Tim took both Harrell and Liebich.

Evans, not content, moved on by Lathrop who had been running third. However a few laps later Lathrop somehow maneuvered by Evans at the end of the straight on the outside. A lap later Swanson who had been trying to catch Muzzin, (although it appeared Muzzin didn't want anyone following him) spun in the hairpin and dropped to 5th. This moved Lathrop to second and Evans third.

The Evans and Lathrop duel never ceased the whole race, or should I say trio, for Carl Liebich was right on their tails waiting for his prey to make a mistake. And sure enough in the 15th lap Liebich got to the inside of Evans at the

end of the straight (apparently a good place to pass) and got by him.

But Evans determined as ever got by Liebich and was back at another and final stab at Lathrop. With only a couple laps to go Evans started by Lathrop on the outside again at the end of the straight. Lathrop held steady on the inside and Evans hit some loose asphalt which sent him into the weeds.

The checkered dropped with Muzzin in first with about a twelve second lead over Lathrop and Liebich (2nd and 3rd respectively). Finishing fourth was B. J. Swanson and Fifth Dennis Moothart who started the race in 17th position. Jim Harrell who was gridded 2nd dropped to seventh after being passed a number of times on the straight.

FORMULA VEE

The Vee race was one of excitement for the spectators as well as the drivers, for the competition was close. There wasn't dicing between just two drivers, but between a whole group of drivers all fighting for second place.

Larry Woods (second in point standings) took over the lead on the first lap after being gridded 2nd at 1:36.4. Slim Helson had the pole position with a time of 1:35.5 and Jerry Peterson timed in at 1:36.0 for 3rd position.

Point leader Harold MacDonald gridded 4th (1:36.8) slipped by Helson and Peterson on the second lap to occupy the number two position and the dicing began between Helson, MacDonald, Rich Yanus (gridded 5th at 1:36.9) and Ted Schroeder, (1:37.2, 6th).

MacDonald didn't hold out for long. On the third lap Helson moved up to second but for only five laps, for Yanus picked his way through the crowd and grabbed his share of second for two laps.

Meanwhile only a few positions behind this group was John Haydon and Donald Maguyre, who were having their own race. Every time these two came around their positions changed, but Haydon finally finished on top.

Driving a flawless race at this time was Larry Woods in first place and building a stronger lead every lap with no apparent threats. But the threats for second place were not over.

Helson again took over second from Yanus for two laps only to loose it and drop back to 6th. Ted Schroeder then made his move and got by Helson, Yanus and MacDonald. A lap later MacDonald grabbed second for one lap and his final taste of it.

For it was now Yanus's turn. On the 13th lap Yanus took over and held on to finish there. Point leader MacDonald had to settle for third with Larry Woods finishing with a strong first.

FORMULA SCCA

The field was fairly small again for each of these classes, with F/B having the largest field of seven cars.

In F/B, qualifying in at 1:23.9 for the pole position was Mike Hall, (3rd in point standings) in his Brabham BT40. Following Mike was the Central Division point leader Chuck Dietrich in his Brabham BT38 at 1:26.6. Again in a F/B and gridded third was Dan Carmichael at 1:26.2. Fred Markoff occupied forth in his F/SV (1:27.2). In fifth position was John Gloviak's Brabham F/B at 1:27.4.

At the start of the race Dietrich and Hall darted into the lead and on the second lap Dietrich started to pull away from the rest of the field. A lap later Hall lost his gear lub and his transmission siezed up dropping him out.

By the 4th lap Dietrich's lead had improved by 15 seconds over the rest of the pack. But he wouldn't hold his lead for long. For a new face in F/A was moving up fast. Driving the F/A for his 3rd time and first at Grattan was B. J. Swanson. Gridded 7th at 1:29.2 Swanson had finally worked his way past Larry McNeil on the seventh lap at the end of the straight and was now in pursuit of Dietrich.

Back in 7th and 8th at the time running behind Fred Markoff (3rd F/SV point standings) was James Schmid and Rick Prather (second in point standings) also in F/SV's. Both seemed to be having themselves a real race. Prather had been holding Schmid off lap after lap and finally on the tenth lap Schmid got by Prather but for only one lap. For in the next lap Schmid got out of line in the esses and lost his position to Prather. On the next lap Schmid lost it in the the same place only this time he couldn't get his car out of the thick weeds. Prather went on to finish 7th overall and 2nd in his class behind Markoff.

Swanson went on to finish first overall after taking Dietrich's F/B at the end of the straight. Dietrich finished first in his class not far behind Swanson.

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GRATTAN F/F NATIONALS

1.	Vince Muzzin	Lola T340
2.	Stephen Lathrop	Zink
3.	Carl Liebich	Titan MK6C
4.	B. J. Swanson	Titan MK6C
5.	Dennis Moothart	Merlyn MK25
6.	Herman Johnson	Titan MK6C
7.	James Harrell	Zink
8.	Dave Weitzenhof	Zink
9.	Robert Laymen	Crossle - 25F
10.	Andrew Gilberg	Titan MK5

GRATTAN F/V NATIONALS

1.	Larry Wood	Noble-Lynx
2.	Richard Yanus	Autodynamics
3.	Harold MacDonald	Mazuro Lynx
4.	T. R. Schroeder	Lily FV
5.	David Glenn	Mazuro Lynx
6.	Slim Helson	Zink
7.	T. R. Pomeroy	Noble Lynx
8.	J. Peterson	Treuhaft Zink
9.	John Haydon	Caldwell
10.	Donald Maguyre	Maguyre

FORMULA A,B,C,SV

1.	B. J. Swanson	Lola T192 F/A
2.	Chuck Dietrich	Brabnam BT38 F/B
3.	Larry McNeil	Lola F/A
4.	John A. Gloviak	Brabham F/B
5.	Dan Carmichael	Brabham BT40 F/B
6.	Fred Markoff	Lola F/SV
7.	Rick Prather	F/SV
8.	Ken Cobb	Lola F/SV
9.	Jack O. Nelson	Brabham BT18 F/C
10.	Ed Kasprowicz	Lola T240 F/B

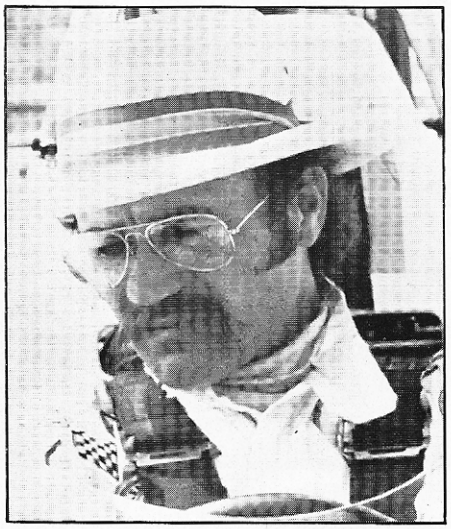
Watkins Glen 5000

OUCH!

If you didn't sprain a foot (Posey), or break a leg (Rutherford), or run bad tires (Goodyear), then you might have had an uneventful weekend and won (Andretti).

BY STEVEN MAYER

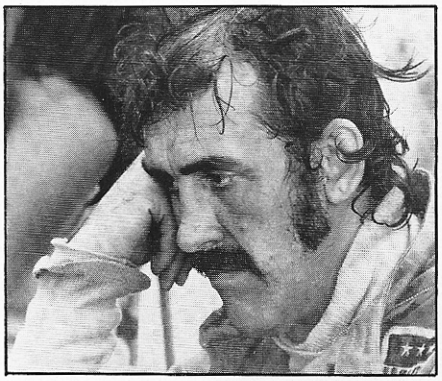
Mario Andretti had problems like everyone else at the Watkins Glen "Five Star" weekend, but they weren't in his Viceroy Special Lola T332. After proving to be the fastest car in the series, a victory was eminent since the series opener at Mid-Ohio. Undaunted by his previous misfortunes with the Lola and the present ones with his makes Alfa the same weekend, he proved his talent by overcoming the field, out qualifying Brian Redman in the Steed Lola T332 by over two seconds and beating him in the final by thirteen seconds. The race was Mario's from start to finish, and with Redman being measurably quicker than everyone but the victor, the race for all others was for third.



"It seemed like the coming thing; we just wanted to get into it in the beginning." - *Mike Mosley*

Mike Mosley was the second USAC license holder of note to enter into the USAC-SCCA version of the F5000 series, with his own machine the Lodestar Lola T332 powered by a Hall/Chaparral prepared engine. With Indy winner Johnny Rutherford driving a Hogan Lola T332, and sprint car driver Randy Johnston in a McRae GM1, the USAC contingent (including Andretti) represented 15% of the field. Other expected future entrys from the USAC ranks are Jerry Grant and Jerry Karl in Lolas, and an obscure assortment of turbocharged-engined champ cars, not the least in A.J. Foyt.

New cars and drivers arriving at the Glen were Graham McRae in the Chuck Jones Racing Lola T332, Tony Settember in his self-modified (Jerry Eisert inspired), wide-bodied Lola T330, Dan Furey in last season's Penske Lola T330, Randy Johnston, in the series winning '72 McRae, and Bob Fischetti, finally re-entering the series once again in his self-designed and constructed Formula American F101.



"Fucking Awful" - *David Hobbs*

David Hobbs was not alone in his appraisal of the practice and qualifying aspects of this event. Actually for others, the sessions were much worse, especially for teammate Johnny Rutherford. Entering the esses, he put a wheel on the aligning curbing, lost control, bounced a few Armcos writing off the car, and breaking the tibia in his left ankle, putting him out of action for the better part of a week, if not more. Possibly the cause of the accident may have been a blown tire as Goodyear came up with a bad batch both in F5000 and Super Vee resulting in a recall of the F5000 and sports racing tires.

Before the recall however, Redman brushed the barrier when a tire blew, deranging the left rear of his new machine. Not a very happy time for the Hall/Haas crew after the Mosport accident.

The Jorgenson Eagle team suffering from both poor engines and tires ran the last qualifying session with just two good front tires, alternating the pair between the two cars, until one went flat. All other Goodyear equipped cars encountered similiar problems, necessitating changes to harder compounds for the heat races, and newly made tires for the final.

Firestone runners, especially "2nd echelon" contenders like Evan Noyes, Tony Settember, and Jim Hawes benefited especially from their decision, running 1½-2 seconds quicker than with the other brand.

Everyone but Andretti, Redman, and Noyes were experiencing engine bothers of one sort or another to be solved by the heat races.



"I was real proud" - *Sam Posey*

Poor Sam. After years of trying to become a racing driver, he only performed his best drive of late by being handicapped by a sprained foot. Going into the first turn during a Friday practice session, the NART Can Am machine which he was driving suffered total brake failure. Jamming the brake pedal to the floor, Posey strained ligaments in his right foot, requiring Novocain and Cordisone treatments to drive in the heat race the next day. Chasing the ailing car of Hobbs in his heat, while Andretti shot like a rocket in his, Sam battled to within car lengths of "Hobbsy" before the Hogan Racing Ltd special drew away. For that accomplishment, Sam commented, "It was good."

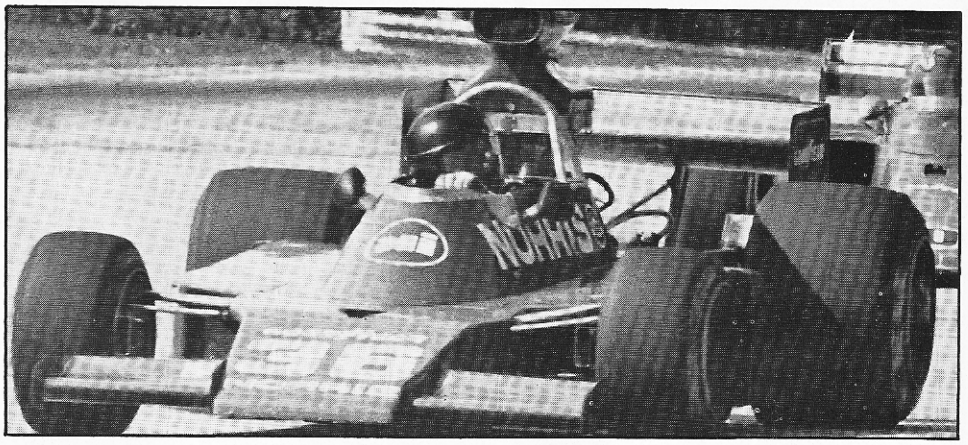
The heat races themselves were initially more exciting than the final. Heat one offered top contenders Andretti, at four seconds a lap quicker (.7 seconds faster than Schecter's record) than Hobbs, Posey in the Talon, Evan Noyes, and Nestor Garcia-Veiga in the Mir Eagle. Without exception Mario jumped away into the lead followed distantly by the group of Hobbs, Noyes, Posey, and Garcia-Veiga running together nose to tail. The Argentinian exited the second lap with a broken engine caused by failure of the harmonic balancer, and was

not repaired for the final the next day. Viceroy Special's driver extended the gap by 2-2.5 second per lap, while the trio of Hobbs, Noyes and Posey sorted among themselves, with the Hogan car pulling away from the other two. Posey gaining confidence in his foot, put the pressure to Noyes, who committing a mistake allowed Samuel Felton through. "Devil's David" with the front tires going and a broken tach, backed off and promptly found a Talon in his mirrors. For Hobbs the solution was simply, just stick the foot back in, and in doing so finished forty seconds behind Andretti, Posey nosied in five seconds along behind in third, Noyes another 8 second, and Gunn a minute behind. Roger Bighouse (Chevron B24), Bill Tempero (March 73A), Brad Blankenship (Lola T300), Jim Hawes (Parsons Airflow Research Lola T330), and Tom Jones (Dunhill Personnel System McLaren M22) were lapped or more in the time beyond.

* * * * * * * * * *

Eppie Wietzes and Jack Clayton's Formula Racing are the most vastly improved driver-team combination this season. No longer does Eppie follow the leaders, but rather mixes amongst them. This year along with Andretti, Redman, and Hobbs (all in Lolas, incidently), he has shown his talent, and to some extent been included in the previously eluded "star" spotlight. He did not win the second qualifying heat at Watkins Glen, Redman did; instead the green and yellow Lola showed its superiority over quick combinations of car and driver such as Graham McRae and Lola, and Brett Lunger and Elliot Forbes-Robinson in Jorgenson Eagles, in much the same way Redman quickly established his lead in the heat win.

The surprise of the second heat, as with Evan Noyes' impressive beginning in the first, was that of an independent, Tony Settember. Perhaps the most experienced of all F5000 pilots, Settember trailed in the tow of the tandem of Lunger and Forbes-Robinson, until the specially-widened body work on the Lola T330 worked loose. Once adapting to the changes of condition, he took off, after a somewhat ailing-engined Lunger, however by that time the race's end came about with Settember finishing a full minute behind fourth placed Lunger. Redman finished the heat in the same time as Andretti followed by Wietzes 11 seconds off the pace, McRae in a trouble-free first run in the Chuck Jones Racing T332, a further 13 seconds behind, with Lunger yet another 11 seconds arrears. Forbes-Robinson would likely have finished behind the teammate Brett, but for a broken pushrod on the fifth lap. After Settember came the lapped group of Mike Mosley in the new Lola, Horst Kroll (Lola T300), Gerard Raney (resurected, antiquated '68 Eagle), Dan Furey (Ex-Penske Lola T330), Bob Fischetti (Formula American F101), and John Benton ("Engine bothered" Lola T330). Newcomer Mosley's performance was especially remarkable in light of never having raced at the Glen, as well as never having stepped into the machine before starting at the back of the grid. Progressing through the field learning both the track and car, the Lodestar Special passed Kroll three laps from the end of the fifteenth lap, to cap a stunning debut into the F5000 series.



"Everything's on there . . . in some detail." - *Carroll Smith*

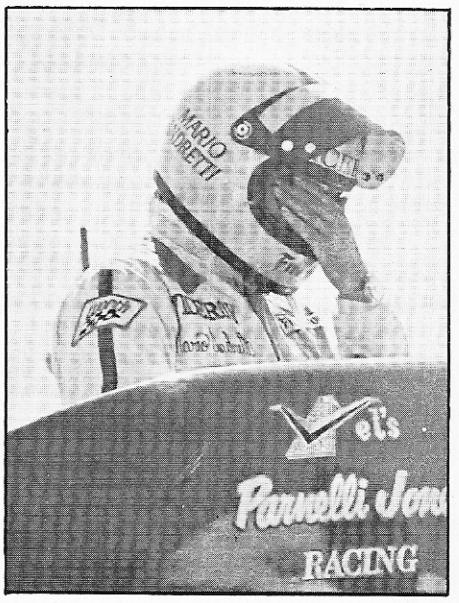
Carroll Smith worked for two days to obtain an engine for Jon Woodner's Talon after the original blew in the initial practice. Replacing with a short block caused undue problems; misplacing a header didn't help either. All in all, especially as a leak was discovered in the warmup just prior to the final, an appropriate starting line special.

The front runners were not the sole recipients of bad engines. Non-starters Randy Johnston, Rodney Green (Lotus 70-Ford), both blew their engines in practice or qualifying, leaving a starting grid of only 23. The Jim Hawes, John Benton, Dan Furey ("Just because you buy a Penske car does not mean you buy the usual Penske quality."), Bob Fischetti, and John Gunn crews all suffered all night repairs to some degree.

For the race, everything was on there . . . in some detail.

After a brief warmup, and two pace laps, the field was given the green. By the first lap of thirty lap event, Andretti was two seconds ahead; that was the last any of the other drivers saw of him, until they were lapped, that is.

Amazingly, some were actually contending positions; unbelievably some were actually racing in this, the "premier" road racing series. For second place, Redman, Hobbs, and Wietzes fought tooth and nail for the first ten laps, until Hobbs holed a piston. Eppie without as powerful an engine as Redman, and without the drafting effect of Hobbs, slipped back into a comfortable and uncontested third. Down the line, ex-"Team of Champions" teammates Graham McRae and Sam Posey were having a tiff until McRae drew away. Posey was next caught by Lunger's Jorgenson-Mister Marty Eagle, where they ran together until the Eagle spun a bearing four laps from the end and Posey pitted for a left-front tire. Just prior, at the twenty lap mark, the order was Andretti by 10 seconds, Redman and Wietzes, McRae running alone, Posey and Lunger, and Mosley, followed closely by Forbes-Robinson. Mosley starting twelfth and Forbes-Robinson



"You guys know how to keep a guy honest." - *Mario Andretti*

starting twenty-second stormed through the field. Unfortunately the progression for both ended when Elliot spun a bearing on the 23rd lap just after passing the No. 97 car, and when Mike was unable to pick up the last gallons in the tank dropping him from fifth to tenth. Under the extreme heat he also suffered heat exhaustion, and was taken to a local hospital where he quickly recovered.

Within the pack, few suffered problems with the exceptions of Tony Settember, who pitted twice for tires while again seeing his bodywork coming loose yielded a ninth position for his efforts. Woodner, Benton, Blankenship and Hawes all suffered from engine failure, while Gunn lost a clutch, and Tempero was off the course with undisclosed problems. Steady runners Evan Noyes, Roger Bighouse, and Horst Kroll were rewarded with sixth, seventh, and eighth places. Gerard Raney in the Eagle finished eleventh, a high tribute for such old equipment and good driving. Fishetti, Jones, and Furey handicapped by various engine troubles rolled in 13th through 15th.

Up front, Andretti completed, for him, an afternoon drive, 23 seconds ahead of Brian Redman's Steed/Research Fuels Lola who in turn led Wietzes by another 24 seconds. Graham McRae lapped due to a pit stop for a tire finished fourth, followed by a distant Posey.

Andretti's win enraptured the 40,000 plus crowd for a very popular first F 5000 victory. But when Mario continually insisted his competition was overwhelming, after throughly devastating the field, all one really believed was, Mario was thinking, " Yeah, you guys made it look easy."

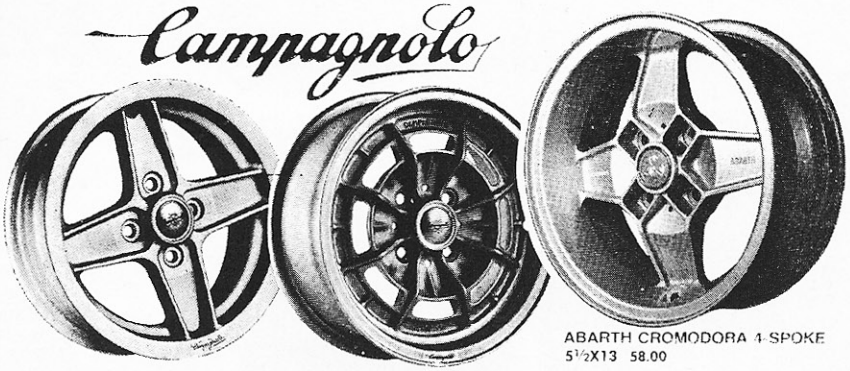
WATKINS GLEN F/5000 RESULTS

1. M. Andretti, Veceroy Sp. Lola T332 Chevy, 2. B. Redman, Steed Lola T332 Chevy, 3. E. Wietzes, Formula Racing Lola T332 Chevy, 4. G. McRae, Chuck Jones Racing Lola T332, 5. S. Posey, Norris Industries Talon MK1, 6. E. Noyes, Jr., Eagle Creek Aviation Lola T332, 7. R. Bighouse, Ember Creek Aviation Lola T332, 8. H. Kroll, Bosch Lola T300 Chevy, 9. T. Settember. Torvick Inc. Lola 330E Chevy, 10. M. Mosley, Lodestar Lola T332 Chevy, 11. G. Raney, Cal Dyno Eagle, 12. B. Lunger, Jorgensen Eagle Chevy, 13. R. Fischetti, Formula American FA101, 14. T. Jones, Dunhill Personnel System McLaren, 15. D. Furey, Furey Racing Lola T330 Chevy, 16. E. Forbes-Robinson, Jorgensen Eagle Chevy, 17. J. Hawes, Parsons Airflow Research Lola, 18. B. Tempero, Cloverleaf Texaco March Chevy, 19. B. Blankenship, Dark Horse Racing Lola 300.

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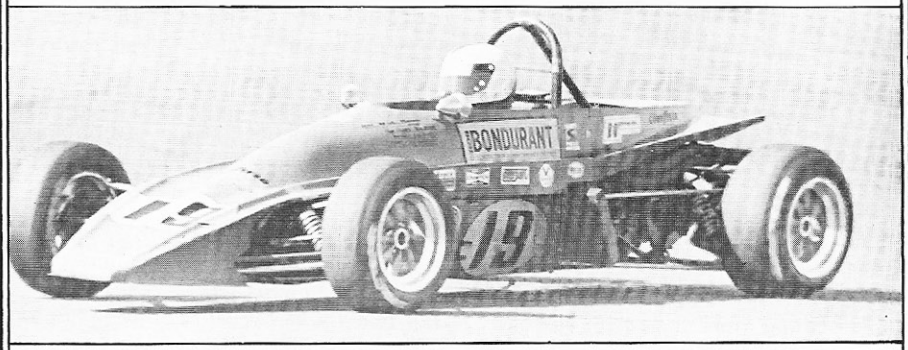
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RON BROWN PHOTOS

The winning Shankle MRE of Chuck Pittenger.

Ontario Regional, Pittenger Romps.

BY ED PITZ

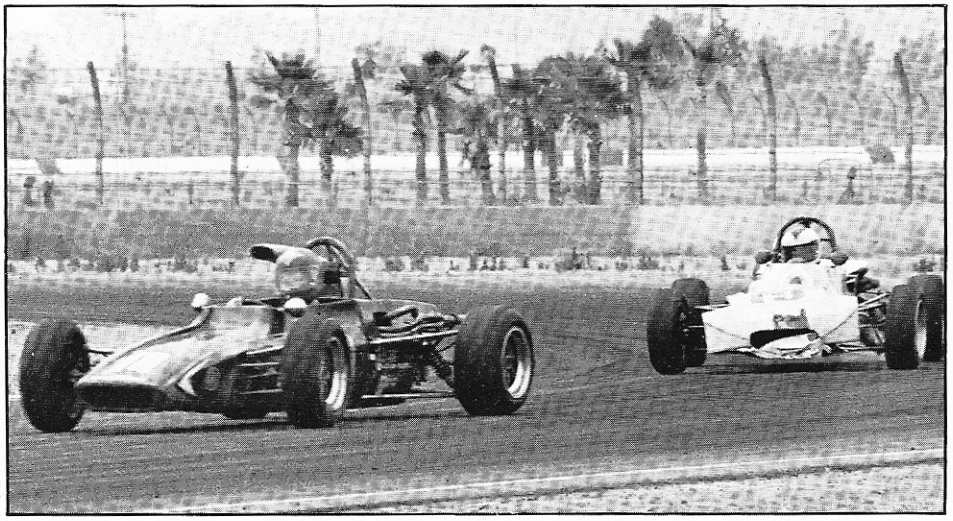
Amateur racing returned to Ontario after a three year layoff for the July 13-14 Regional. Over 200 cars and drivers participated with the formula car divisions providing more than their share of excitement.

The F/Ford turnout was impressive as ever; among the 57 qualifiers were several top National runners aiming for some track time before the August points meet.

I.R.S. sent a Dulon for Bob Earl and the National Champion headed the qualifying order in both sessions with a best effort at 2m. 5.717s. SoPac points leader Dennis Firestone's Titan was next at 2m. 7.503s. after getting bunted by a back-marker in the first session and suffering over-heating maladies in the second period.

Firestone surged ahead at the green with Earl slotting in behind at the first corner only to find Chuck Pittenger's Shankle-powered MRE edging alongside. Pittenger, who was making a real flier from the fourth row, moved ahead of the Dulon as the trio quickly drew away from the rest.

Firestone & Earl after their little meeting, Firestone DNF.ed, Earl limped in second.



Not content with second, Pittenger outbraked Firestone for the lead at turn 10 and it was a tightly knit trio that completed the first lap well ahead of Stu Hanssen's ex-Kastner Merlyn, Dick Cooney's Merlyn, and Rick Paronelli's McNamara.

The MRE appeared to have a straight-line advantage although it couldn't shake its pursuers. On the fourth tour, Firestone used Pittenger's slipstream to maximum effect and darted in front; Pittenger returned the favor at turn 10 to restore the pecking order. At that point, the leaders were lapping in the low 2m. 04s. bracket.

The script was repeated on the eighth tour, but as Pittenger did his trick at turn 10, Earl tucked in behind and shoved Firestone down to third. The Titan outdragged the Dulon past the pits but the leaders were getting into heavy traffic and Pittenger broke away.

The issue was finally settled when Firestone's motor (borrowed from another team) gave up at turn 9. Pittenger sailed on to his first win in two years while Earl just made it to the checker; some contact with Firestone damaged the Dulon's nose and left it overheating

badly by the finish. Another lap and it would have been another story.

This was the case for several others as well. For much of the race, Stu Hanssen managed to hold a precarious one-second lead over a furious scrap between Cooney, Paronelli, Barry Blackmore's Lotus 69, Tom Sauerbrei's Titan, and Hugh Mooney's new Elden. Hanssen wasn't demoted until the ninth lap when Mooney and Sauerbrei took over and detached themselves from the others.

The Elden was holding third at the final corner but coasted over the line when a plug wire pulled out of the distributor. Sauerbrei went past into third despite losing fourth gear on the final dash.

Hanssen finished fifth ahead of Blackmore and Cooney whose Merlyn had very little brakes for many laps. Paronelli lost first gear in the McNamara and placed eighth while Rob Jackson kept his points lead and ninth place ahead of Sam Nicolosi's Merlyn.

VEE REGIONAL

Everything pointed to a good Vee race. On the front row sat Tim Kuykendall's Bandido and Herb Brownell's Zinkarella with very close times of 2m. 24.3s. and 2m.24.5s., respectively. Brad Grote's Bandido was only a half-second slower while fourth man Mike Billesbach fed Wate-On to his Caldwell after weighing in 10 pounds too light at Monterey. Noel Berg, having taken possession of the Burgraff Beach, led the third row at 2m. 26.6s

The front row made a clean start but Billesbach's was a little cleaner and the blue Caldwell moved in front in the first turn with Kuykendall and Brownell right behind. It ended too quickly for Billesbach slid wide on the exit of turn 6 and parked it in the ditch on the outside of the turn.

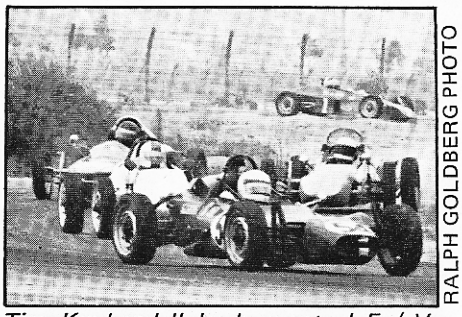
Brownell and Kuykendall took over pulled out a couple of second's lead after the first lap. Berg had advanced to third ahead of Brad Grote, Wayne Shalamunec's Kellison, John Adkisson's Pumkin, Dick George's Zeitler, Steve Murray's Crusader, Rick Armijo's RCA, and John Condren's Motorsport.

The front pair kept up a fierce battle in the opening laps, swapping places several times although Brownell always managed to lead over the line. Berg detached himself from his followers and gradually closed the gap to make it a three-car race by the fifth tour. After making several pass attempts, the Beach began to drop back.

With the threat astern fading, Kuykendall settled down behind the Zinkarella to wait for the finish. On the penultimate lap, the Bandido drafted past Brownell just before the line. The Zink repassed at the end of the backstraight but it looked like a set-up. It was all for nothing, however, as Kuykendall slid wide at turn 19 and flashed by the checker, three lengths behind Brownell.

Noel Berg finished an excellent third while the infighting behind him broke up early. Grote retired early and left Dick George holding off Shalamunec for fourth spot. Adkisson, Murray, and Condren were next and well spaced apart.

George blotted his copybook by spinning at turn 10 on the ninth lap and dropping seven places. Shalamunec and Adkisson moved up for the duration but Murray's car went off song with three laps to go and he dropped to eighth behind Condren and Peter Przybylla's RCA. The Crusader just made it past the checker ahead of Dick George and Richard Sayre's RCA.



RALPH GOLDBERG PHOTO

Tim Kuykendall leads eventual F / V winner Herb Brownell followed by Noel Berg.

F/SCCA REGIONAL

Just over 30 cars came to the line for the mixed formula round with a lot of National figures at the front. Attracting a lot of interest was Ron Dykes who has given up the Crossle Formula Ford in favor of the Justice Brothers Lola T192 F/A. Dykes claimed the pole with 1m. 52.406s. and looked very good while doing so. Danny Ongais, who has become the man to beat in the F/A ranks, qualified his Lola T300 at 1m. 54.058s. Mickey Fowler's McLaren M10 headed the second row alongside Pat Walter who was making his OMS debut in the Economy Imports Elden F/B.

Ongais proved superior in the drag race to the first turn (!) and covered the opening lap at 1m. 53.5s. Fowler stole second initially but Dykes took it back before the lap was completed.

Dykes finished the second lap barely two lengths behind Ongais and it looked like a hell of a race was shaping up. That was as far as it got for the yellow Lola suddenly slowed and stopped with mechanical problems at turn 8.

From then on, it was a formality for Ongais who reeled off the remaining laps for another victory. Mickey Fowler lost second in the closing stages when the gearbox began to fail and the McLaren crawled over the line in seventh place.

Pat Walter's Elden carried off the F/B honors in second ahead of Robert Hall's March 722. Don Breidenbach's March 732 overhauled Ron Chiniquy's Lotus 61 at two-thirds distance for fourth although the Lotus was right behind at the checker. Bill Baker's Lola T300 placed sixth after recovering from a first lap spin that had dropped him to 14th.

ONTARIO F/SCCA REGIONAL

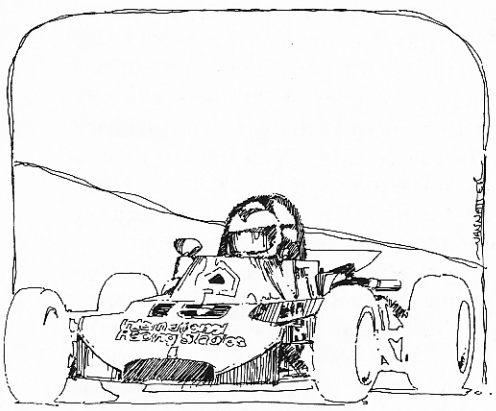
1.	Danny Ongais	Lola T300 F/A
2.	Pat Walter	Elden F/B
3.	Robert Hall	March 722 F/B
4.	Don Breidenbach	March 732 F/B
5.	Ron Chiniquy	Lotus 61 F/B
6.	Bill Baker	Lola T300 F/A
7.	Mickey Fowler	McLaren M10 F/A
8.	Charlie Powell	Lola T240 F/B
9.	Russ Mayberry	March 722 F/B
10.	Fred Goddard	Brabham BT21 F/B

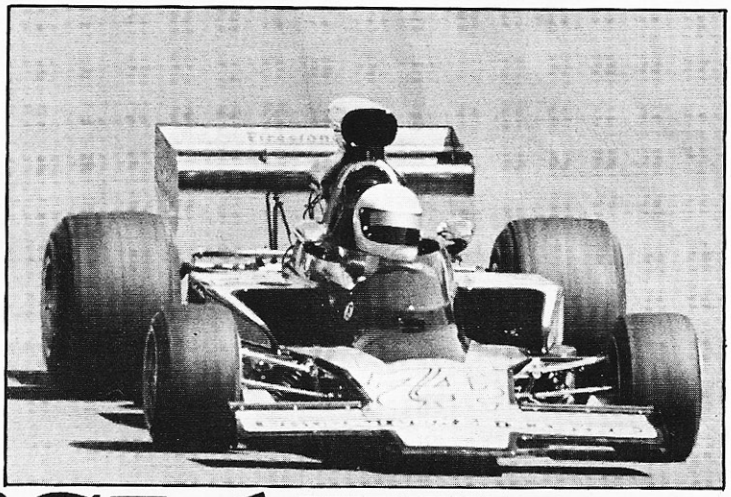
ONTARIO VEE REGIONAL

1.	Herbert Brownell	Zinkarella
2.	Tim Kuykendall	Bandido
3.	Noel Berg	Beach
4.	Wayne Shalamunec	Kellison
5.	John Adkisson	Pumkin
6.	John Condren	Motorsport
7.	Peter Przybylla	RCA
8.	Steve Murray	Crusader
9.	Dick George	Zeitler
10.	Richard Sayre	RCA

ONTARIO F/F REGIONAL

1.	Chuck Pittenger	MRE
2.	Bob Earl	Dulon MP15B
3.	Tom Sauerbrei	Titan MK6C
4.	Hugh Mooney	Elden MK10C
5.	Stu Hanssen	Merlyn MK24
6.	Barry Blackmore	Lotus 69F
7.	Dick Cooney	Merlyn MK25
8.	Rick Paronelli	McNamara
9.	Rob Jackson	Royale RP16
10.	Sam Nicolosi	Merlyn MK25





"CLATTER CLATTER"

TEXT AND PHOTOS BY STEVEN MAYER

You just knew that the weekend was off to a strange start at the Elkhart Lake F5000 event when independent Jim Hawes gave Dan Gurney exactly the same advice as the designer of the Jorgenson/Mr. Marty Eagles suggested to the illustrious Dan himself. Famous Dan was commiserating with Big Jim upon the encountered problems which the team has withstood thus far this season. Hawes, driver of the Parson Air Flow Research Lola T330, with nary a dollar to his team effort, suggested that to manifest whether the overheating of the engines was caused by lack of proper air flow, to simply take off the nose fins and run the car around the track. Gurney politely smiled and likely wondered when this unknown driver would suggest taking off body panels to enhance the aerodynamics. A bit like David telling Goliath what to do. Meanwhile back in Los Angeles, designer Roman Soblansky, was explaining the exact same test over the phone to Norris team manager Jack McCormack, who was within earshot of "David and Goliath." The Talon designer shouted to the Eagle headmaster, "Hey Gurney, Roman says to take off the nose wings to see if you have a flow problem." Gurney's reaction was one of marked puzzlement; Hawes roared in laughter. Laughter for some, puzzlement for others, just as the remainder of the weekend was to be.

If your engine didn't last the same weekend as the F5000 race at Elkhart Lake, consider the plight of such drivers as Hobbs, Posey, Woodner, McRae, Settember, Lunger, Forbes-Robinson, Simon, Sneva, Hawes, Tempero, Harley....

* * * * * * * * * *

The same group arrived at Road America with the exception of the Francisco Mir / Nestor Garcia-Veiga group who has ordered a new Lola, until their Eagle is tested into the top of competitiveness. Newcomers from the Midwest included James Dunkel in a many times rebuilt Chevron, A. J. Koops in a Solazure Lola T330, Jim Gutfreund in the Great Plains Racing Lola T330, Tuck Thomas in the Lancer Stores Lola T332, and Larry Harley returning in last year's back up Haas/Hall Lola T330, replacing the write-off from Mosport. The new entries to raise eyebrows were three USAC turbo - charged - engined oval machines, Dick Simon in an Eagle Foyt, John Martin in a 1972 McLaren-offy, and Tom Sneva in the current Chinese Eagle-Offy. USAC had apparently all but entered plea-bargaining to obtain the oval machines to Road America, With this initial effort, droves are expected for Ontario.

Modification to the F5000 racing cars in the two week interval were mainly limited to the Eagles and the Graham McRae/Chuck Jones Racing Lola T332. The Gurney team, having been hampered by overheating since the season's inception, throughly redesigned the entire cooling system (complete with an airscoop to increase the airflow to the side radiators) along with suspension modification. The use of the "front-banana wing" has proven in some cases to provide too much downforce for the front end. As at Watkins Glen, Lunger's car had the " Banana " nose, while Forbes-Robinson had the center portion covered, resembling an Indy Eagle nose piece. The Chuck Jones crew has a reputation of being able to change a machine quicker than the eye can see. In this case, though, the emphasis was in strengthening the poorer characteristics of the Lola. McRae's own designed machine will be ready for the West Coast races.

Practice was the usual rush, quick for some from the onset, trouble for all others. Redman and Andretti were the leaders throughout, starting from the 2.08 range, both drivers (Andretti in his backup, as well) cut their times as they became more familiar with the track and racing car. Andretti with this theme in mind told whoever would listen, "If I get the car the way I want it, I get two seconds easy." Eventually, he obtained those two seconds and more again beginning his Watkins Glen-like supremacy of this event. Yet as quick as Mario went in the Viceroy Special and Brian in the Steed / RFI / Hall / Hass Lola, the expensive modified Chevies began to fly away even quicker.

David Hobbs lost an engine for every day he ran, and including race day, that meant four engines. Sam Posey changed twice, Jon Woodner, only once. The Eagles are still with a shortage of engines, so as per usual custom for the outfit, Forbes-Robinson did not run for but a few laps of Friday practice until the meter drive sheared. Resultingly he missed qualifying on Saturday. Lunger motored trouble free until the finale. Whether the failures on the Hogan and Norris teams are caused by driving technique is open to speculation. Both use Falconer and Dunn engines (or at least the basis, as Andretti does) which are admittedly a three-year-old design, but the situation could be one of driver attitude as independent Bob Fischetti describes. "Those guys (with no one in particular mention) if they need more speed will just rev another 500 rpm out of the engine. The reason why Andretti may not be having trouble is that he usually will extract the extra second past those same backmarkers until the next turn arrived. Dick Simon, through the constant hoovering at the boost mark, dropped a valve Friday and was no longer seen. Tom Sneva, by benefit of being a USAC driver, was allowed to start for the money. John Martin, the most legitimate driver in such a machine with years of road racing experience, didn't even have a slip differential, yet the 2:12 he recorded in the warm-up prior to Sunday's heats and races was very credible, showing much potential. from himself, instead of the car." Maybe so. . . .

Champ car veteran John Martin was in the hunt when his McLaren M16B DNFed.



In the meantime as the major crews were swapping parts and engines, the turbocharged machines were whooshing by, just trying to keep the boost up in the corners. In the slow turns, such as coming out of turn three or in the carousel, if the likes of Tom Sneva (who had never driven a road course before) did prevent a stall-out, then the crowd was presented with an oval car going blip, blip, blip through the turns, being passed on the inside, outside, and middle by the lowest backmarkers. Then, of course, the boost arrived and they flew The primary attribute of turbocharging is accelearation, not top speed. On Road America's back straight, Martin and Simon were usually only ten miles an hour faster then Andretti or Redman, quickest of the normally aspirated machines in the traps, about 178 mph vs. 168 mph.

For the top runners, if these strange backmarkers were not enough to contend with, then perhaps their Goodyears came under careful scrutiny. In solving for a batch which would not break apart, the newest compound had a tendency to suddenly change from understeer to oversteer in the turns. The compound has been used before, so likely the tire design as a whole or the sidewall design are in question.

Qualifying began in earnest on Saturday morning with Andretti, always a second ahead of either Redman or Wietzes, suddenly felt that Schecter's record should be broken. With that, he began his "show" of shaving off tenths in certain corners, waiting until the end to put a lap together, one incorporating all advances into one final effort. Little should he have waited, for only Redman, Wietzes, and Lunger were scrapping in the 2:06's followed by a cluster in the 2:08's of Hobbs, McRae, and Woodner with Tony Settember and Tuck Thomas dialing in a 2:09. Posey, before the engine went away, only achieved a 2:20. The "turbos" ran 2:15 for Martin and 2:18 for Sneva.

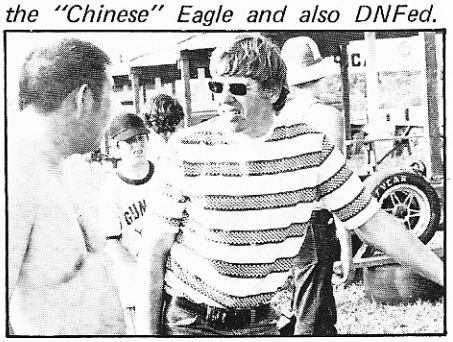
With the commencement of qualifying came the mechanical work. The Hogan crew rebuilt an engine with cracked cylinder heads. McRae the same, but with a broken valve. The Talon crews rebuilt both engines from the heads up with whoever had parts, in Woodner's case the borrowing was from Eppie Wietzes, as Wietzes changed his engine. John Gunn (Marchal March) brought in another gearbox. Larry Harley was still under the car which he had disappeared underneath the night before. The parts for Elliot's Eagle still hadn't arrived. The appearance of both the paddock and garages, especially after the TransAm race the same day, resembled a giant swap meet.

* * * * * * * * * *

Race day dawned bright and sunny with threatening clouds which never bothered the track. Most of the cars were together, in one degree or another, as were the minds of most of the drivers after taking out their aggressions on a local go-cart track the night before.

If the crowd's fancy were processions, then the heat races were exciting. With the exception of mechanical disturbances or isolated cases of improving position, the finishing order of the heats were much the same as the starting order. In heat one, Andretti, Wietzes, Hobbs, and Woodner both started and finished in the same order. Jim Dunkel progressed from eighth to fifth after Tuck Thomas suffered overheating. The stellar performance of the heat though, was Dan Furey's drive from 14th to 8th. Apparently the engine problems on the ex-Penske AMC-engined Lola T330 were once and for all solved. John Gunn had the most frightening experience of losing his rear wing right before the traps and speeding through at 160 mph backwards! He pitted subsequently shouting that the "rear suspension is

USAC regulars Grant King & Tom Sneva had their share of problems with the "Chinese" Eagle and also DNFed.



junk"; he didn't even know he had lost the wing. Posey with an oil leak in the rebuilt was halted in his drive through the pack, finally finishing 10th.

The second heat had more changes than the first, only due to increased mechanical breakdown. The drive through the field was naturally that of Forbes-Robinson going from next to last to fourth, just behind the ailing McRae Lola. Redman and Lunger naturally finished first and second, with the remainder of the order of the heat rather jumbled due to the excessive number of problems for the participants throughout the field.

Only three cars suffered noticably enough to effect repairs, Graham McRae, Sam Posey, and Gerard Raney. In the short time before the final, the Chuck Jones crew solved an oil sump problem, changed brake pads, and replaced two rear tires, while Raney's Cal Dyno Eagle swapped engines, and the Posey Norris Talon became a starting line special.

* * * * * * * * * *

From a clean, even start for the final Andretti, sprinted away to a two second lead followed by Wietzes, Redman, Lunger, Hobbs, McRae, Woodner, Thomas, Forbes - Robinson, Settember, Noyes, Bighouse, Dunkel, Martin, Gunn, Kroll, Furey, Posey, Raney, Benton, and Sneva. Jim Hawes suffered a broken valve spring on the pace lap, while Tom Sneva managed only a lap with the Chinese Offy. Bill Tempero replaced nonstarter Brad Blankship when the latter lost a locker entering Canada Corner. Mario capitalized on his advantage, increasing his lead. Eppie and the Steed Lola were battling for second, with a distance to Lunger wherein a three-way fight between Hobbs, McRae, and Woodner ensued. Forbes - Robinson had already retired with a broken valve spring, just as Posey spun off the track out of the race in turn six with a stuck throttle.

Tires lasting on the Eagles this season have been a perpetual complaint; this race was no exception, with Lunger having a leak in the right front which before pitting dropped him into the battle of McRae, Hobbs, and Woodner scrapping for fourth. Up front, Redman passed Wietzes when part of the Canadian's left exhaust header broke away, lending a post race comment from Redman, "He would have been very difficult to pass," in the event of a race long struggle. Andretti was six or seven seconds ahead. His domination was by no means as complete as at the Glen. Quite possibley his Falconer and Dunn based engine was going away.

Lunger pitted on the 10th lap just as Mosley retired (with a right rear tire failure) to replace the right front. At the same time, ignition altercations presented themselves which could not be alleviated immediately. Eventually a make - shift repair was implemented which allowed Brett to motor about for another few laps, actually passing Redman once. Graham McRae who had inherited fourth from the Eagle, lasted but two more laps until the oil pressure disappeared.

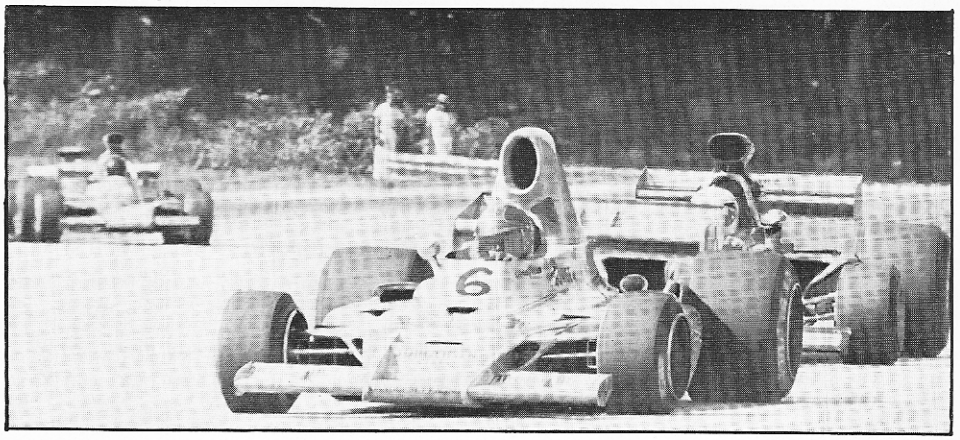
"Hobbsy" and Woodner had reversed their order so that David held the advantage in fourth, car lengths ahead of what was to be Jon's finest F5000 drive thus far this season. Both had their difficulties, though. Before the race team owner Carl Hogan told his driver, "If the engine's overheating, pat your helmet on top." Since the 3rd lap, David had patted his helmet, but fortunately for him, the Norris Industries "hot shoe" was experiencing a strange shift linkage which allowed a selection of only two gears, but not necessarily the same set for each lap. For Woodner, the worsening of the Hobb's engine coincided with his own new-founded slower driving technique. When David slowed, Jon as he recalled later, said to himself, "Hey that's neat. . .that's what I was intending to do myself." And so they slowed to a much slower pace, David's expiring engine lasting to a fourth place finish, while Jon after being passed by both Evan Noyes and Tuck Thomas finally finished sixth.

With a high attrition rate among the leading series contenders, the field's second echelon rose through the position, with Evan Noyes, forging the way for Thomas, John Gunn, Roger Bighouse, Horst Kroll and Jim Dunkel. Middle runners Tony Settember and John Martin retired before midway with a broken engine ("Clatter, Clatter") and broken ring and pinion respectively. At the back of the pack, Bill Tempero lost most of the transmission when the oil plug came adrift. John Benton also was handicapped by gearbox bothers we well as a duff engine, while Gerard Raney's "mule" motor was feeling the strain of age.

As the race's end approached, Evan Noyes' Lola clouted the guardrail in turn eleven without injury, but writing off two corners, allowing Tuck Thomas to advance to a well-earned fifth, considering the state of his overheating engine. With the race itself being a comparatively long 100 miles, fuel consumption played an important factor in the heightened excitement, but not in the final standings except for John Gunn.

John (Bring'em home alive") Gunn was nearly out of fuel just below the hill before the finish line. Waiting for the Mario Viceroy, his plan was just to motor in soon after Andretti received the checker. Little did Gunn know, that the race leader who had established a lead of ten seconds was in the same predicament. With Andretti running out of fuel in the last two laps, Redman was quickly gaining. But the Steed too had impediments in its path in the form of backmarkers. Try as he could, Brian could only close within a few car lengths at the finish. Andretti won with relative ease, running out of fuel on the slow down lap. Behind Redman came

Lunger leads McRea in the battle for 4th followed by the Woodner-Hobbs thrash for 6th.

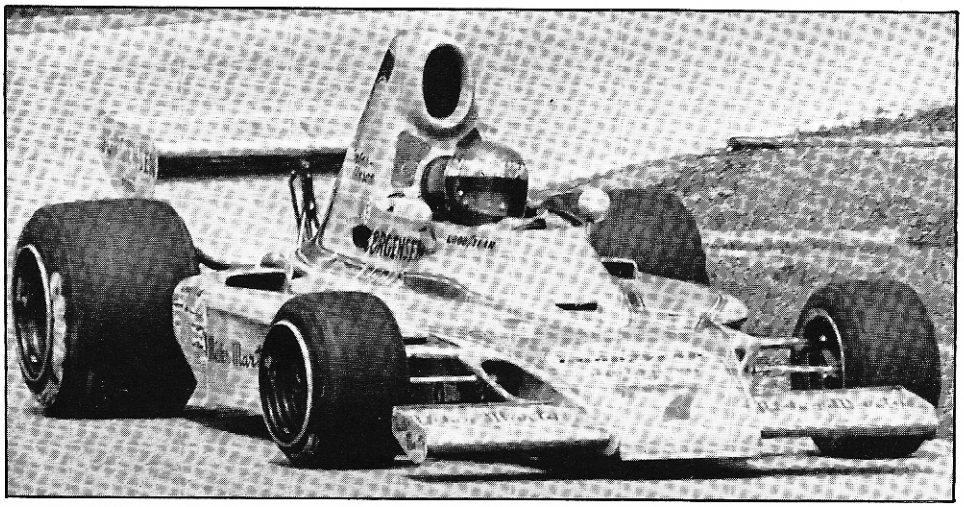


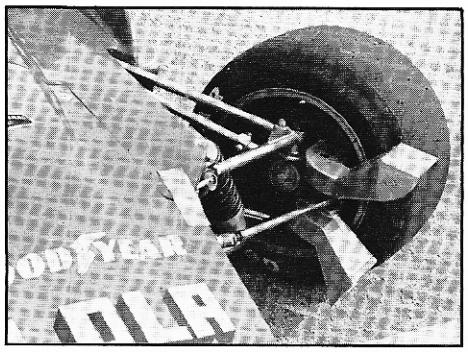
Wietzes, Hobbs, Thomas, Woodner, Roger Bighouse, Horst Kroll, Dunkel, Gunn (after being as high as 7th), and Raney, about half a minute behind one another. Only Roger Bighouse and Horst Kroll finished without afflictions; many thanks are needed for such fine spear-carriers. Yet there was a stillness, a quiet among the drivers, even from those who exceeded their own expectations. No exultation, just mild surprise. Just like a confused Dan Gurney, those men walked within a perplexion (from Redman to Raney to non-starter Fischetti), pierced only by the laughter of winner Andretti. Laughter for some, confusion for others.

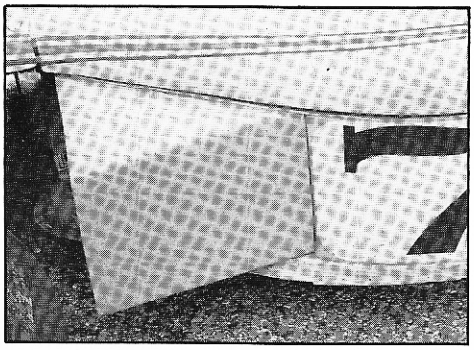
Redman stated he considered jumping the start after seeing the Viceroy crew dry icing the fuel, to increase the capacity. Redman probably wished he had. . . Hall wished, Haas wished, car owner Carleton Beal wished, co-owner Judy and Arman wished, and the rest of the part owners of the Steed/Research Fuel Lola wished. . . wished he had. They desired the laughter, not the confusion.

ROAD AMERICA RESULTS

1. Mario Andretti, Jones/Viceroy/Lola T332 Chev, 2. Brian Redman, Steed/RFI/Goodyear Lola Chaparral 5000, 3. Eppie Wietzes, Formula Racing Lola T332Bartz Chev302, 4. David Hobbs, Hogan Racing Lola T332 Chev 304, 5. Tuck Thomas, Lancer Stores Lola T332 Chev Bartz5000, 6. Jon Woodner, Norris Industries Talon MRI Chevy 305, 7. Roger Bighouse, Ember Racing Chevron A.W. Smith Chev5000, 8. Horst Kroll, Bosch Lola T300 Chevy 500, 9. James Dunkel, Rosecrance Memorial Homes Spl Chv 5000, 10. John Gunn, Marchal-March JG1 Chevy, 11. Gerard B. Raney, Eagle Chevy 305, 12. Evan Noyes, Jr., Eagle Creek Aviation Lola T332 ChevBartz, 13. John H. Benton, Formula Magazine Lola T330 Chev Boltoff, 14. Bill Tempero, Cloverleaf Texaco March 73A Chev, 15. Brett Lunger, Jorgenson Eagle Chev-Mr. Marty AAR Chev, 16. Graham McRae, Chuck Jones Racing Lola T332 Chev 304, 17. Tony Settember, Torvick Rac. Ent. Hone Overdrive Lola T330 E Chev 5000, 18. Dan Furey, Devonshire Ltd. Lola AMC 5000, 19. John Martin, Automotive Technicology Inc 72 McLaren Offy 160 special, 20. Mike Mosley, Agajanian Lodestar Spl Lola T332 Chev, 21. Jim Hawes, Air Flow Research Spl Lola T330 Chev, 22. Elliott Forbes-Robinson, Jorgenson Eagle Chev/Mr. Marty AAR 5000, 23. Sam Posey, Norris Industries Talon MFI Chev 305, 24. Tom Sneva, Raymond Ind. Spl 73 Kingfish Turbo Drake.









(Top) Forbes-Robinson's Eagle reverted to a more standard nose piece. (Middle Left) Haas-Hall Lola: Dual front brake scoops. (Middle Right) Yet another attempt to aid the Eagle's cooling. (Bottom) McRae, Hobbs, & Woodner play follow the leader.

ROAD AMERICA
July 28, 1974
FORMULA 5000 QUALIFYING TIMES

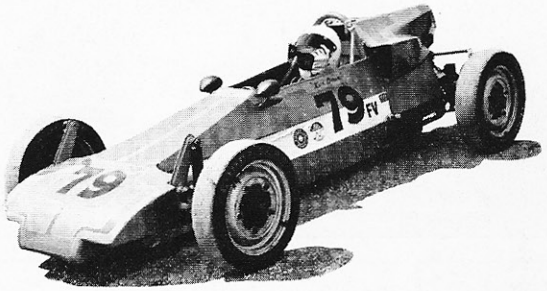
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Brian Redman	2:06.194
Eppie Wietzes	2:06.649
Brett Lunger	2:06.893
David Hobbs	2:08.268
Graham McRae	2:08.464
Jon Woodner	2:08.833
Tony Settember	2:09.008
Tuck Thomas	2:09.827
Evan Noyes	2:10.605
John Gunn	2:10.775
Roger Bighouse	2:11.661
Jim Hawes	2:11.902
Horst Kroll	2:14.210
James C. Dunkel	2:14.516
Mike Mosley	2:15.612
John Martin	2:15.654

CHAMPIONSHIP POINTS

Formula 5000

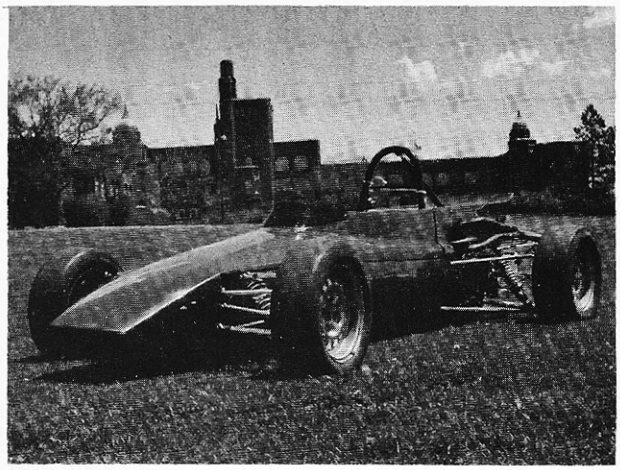
1. Mario Andretti	50
Brian Redman	50
3. David Hobbs	40
4. Eppie Wietzes	39
5. Brett Lunger	27
6. Evan Noyes	18
7. Tuck Thomas	16
8. John Gunn	15
9. Horst Kroll	10
Graham McRae	10
11. Roger Bighouse	8
Sam Posey	8
13. N. Garcia-Veiga	6
Jon Woodner	6
15. James Hawes	5
Tony Settember	5
17. Bill Tempero	4
18. Tom Jones	3

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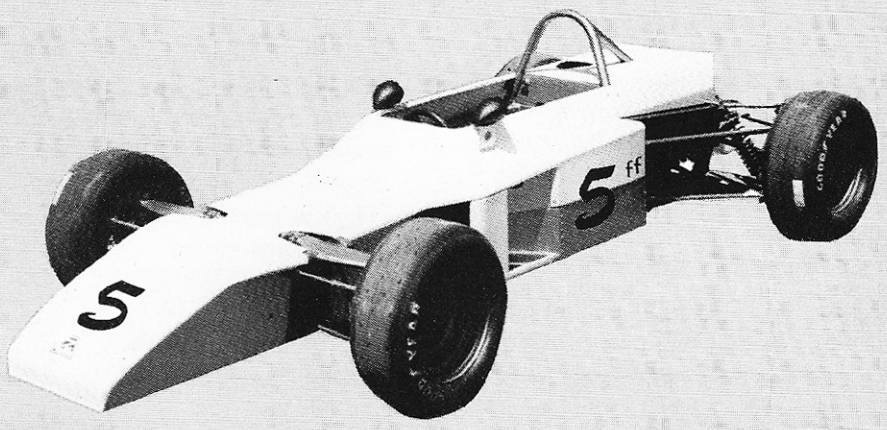
KHF-5 Winkelmann F/F

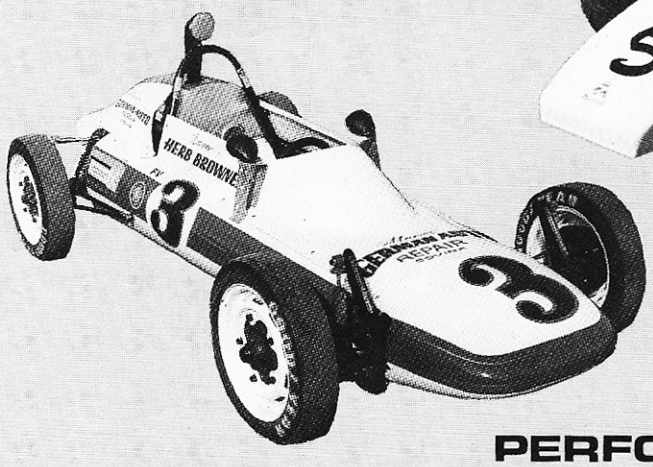
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late news

Lynx Cars, Inc., formula vee and super vee constructors has been purchased by John C. Mills, a former partner in the firm. Industrial Design Prof. Mills, the designer - builder - driver of the Lynx "Gold Cup" entry announced plans for expansion and a renewed association with Indy car designer, Bob Riley.

Dan Gurney's new F5000 Eagle may be ready for the last two races this season. The new model will be lighter and less complicated than the previous version.

VW of America announced that there will be a Gold Cup race in conjuction with the Canadian Grand Prix at Mosport on September 22nd.

With the possibility of a Super Vee event in Mexico City, the advent of races at Laguna Seca and Riverside (in October) is likely.

At Ontario, Melmag distributor, Chuck Jones Racing, will have available 19" wheels for Graham McRae's GM2. Jones may also put Clay Regazzoni (if available) in the back up Lola at Laguna Seca and Riverside.

No one is permitted to see the new Parnelli F-1 car. Does that mean it's bad already? Or good?

A new Formula Ford wheel from a well-known English wheel maker will be imported through Jan Winkel's WREP Industries in Northbrook, Illinois.

Bob Winkelmann reportedly has a new Formula Ford on the drawing boards.

Rumor has it that Emerson Fittipaldi & Jody Scheckter will drive the 2 remaining F-5000 races this year at Laguna Seca & Riverside.

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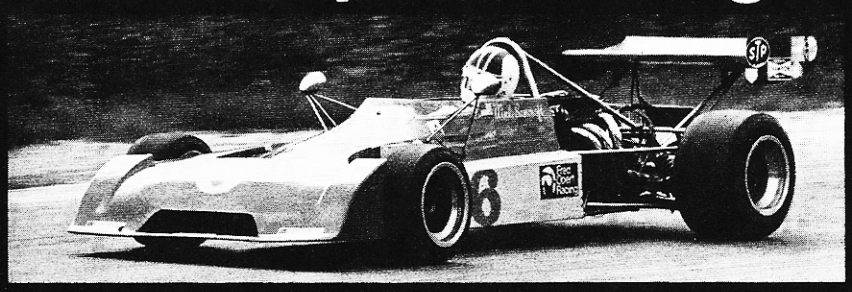
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OMAHA, NE. 68104

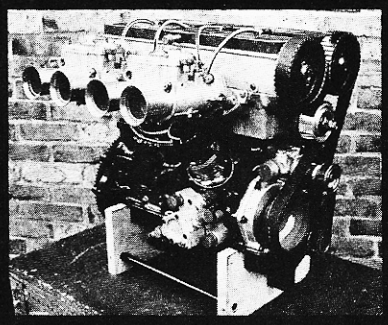
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Fred Opert Racing

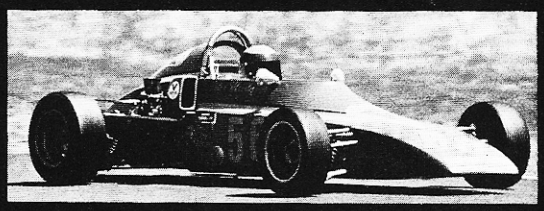


Players Championship Race - Westwood, B.C., May 26,1974
Winner, Allan Lader - Chevron/Hart BDA
Fastest Lap, Bertil Roos - Chevron/Hart BDA
Fastest Qualifier, Wink Bancroft - Chevron/Hart BDA

The Race winning combination for F. Atlantic, available for immediate delivery, rolling chassis with FT200 - $ 11,790, or complete with Hart BDA engine - $ 16,490.



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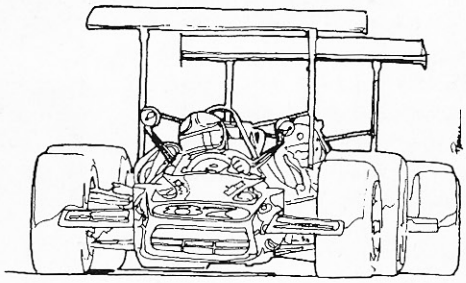
Ex Chris Gleason Titan MK6C (2nd at 1973 run-offs) complete with fresh Gold Series engine - $ 5500, Brabham BT40

F. Atlantic/FB rolling chassis - $ 7500, new 1973 MRE/Rowland F. Ford - $ 6250.



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Who...What & Where?



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CALENDAR

SCCA FORMULA 5000 CHAMPIONSHIP

Sept	1	Ontario Motor Speedway, Ontario, Calif.
Oct	13	Laguna Seca Raceway, Monterey, Calif.
Oct	27	Riverside International Raceway, Riverside, Calif.

SCCA VW GOLD CUP

Aug	25	Road America, Elkhart Lake, Wis.
Oct	6	Watkins Glen Grand Prix Circuit, Watkins Glen, N.Y.

IMSA VW GOLD CUP SCHEDULE

Sept. 2	Lime Rock
Sept. 2	Lime Rock Park
Dec. 1	Daytona International Speedway

EUROPEAN CHAMPIONSHIP FOR FORMULA 2 DRIVERS

Aug. 25	Enna, Italy
Sept. 15	Albi, France
Sept. 29	Hockenheim, Germany
Oct. 13	Vallelunga, Italy
Oct. 27	Estoril, Portugal

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

Aug. 26	Brands Hatch, England
Sept. 8	Oulton Park, England
Sept. 15	Imola, Italy
Sept. 22	Casale, Italy
Oct. 6	Snetterton, England
Oct. 13	Mallory Park, England
Oct. 20	Brands Hatch, England

WORLD CHAMPIONSHIP FOR DRIVERS FORMULA 1

Sept. 8	Italian Grand Prix, Monza
Sept. 22	Canadian Grand Prix, Mosport
Oct. 7	United States Grand Prix

NON-CHAMPION FORMULA 1 RACE

Aug. 25	Swiss Grand Prix, Hockenheim

CHAMPIONSHIP EVENTS

Oct	28-	Road Atlanta Champion Spark
Nov	3	Plug Road Racing Classic

NATIONAL RACES

Northeast Division

Aug	31-	New England
Sept	1	Thompson

Southeast Division

Aug	24-	Central Florida
	25	Daytona

Central Division

Aug	31-	Cincinnati
Sept	1	Mid-Ohio

Midwest Division

Aug	31-	Colorado
Sept	1	

Northern Pacific Division

Aug	24-	Oregon
	25	Portland

REGIONAL RACES

Northeast Division

Aug	23-	Northern New Jersey
	24	Lime Rock
Aug	31	New England
Sept	1	Thompson

Southeast Division

Aug	24-	North Carolina
	25	VIR

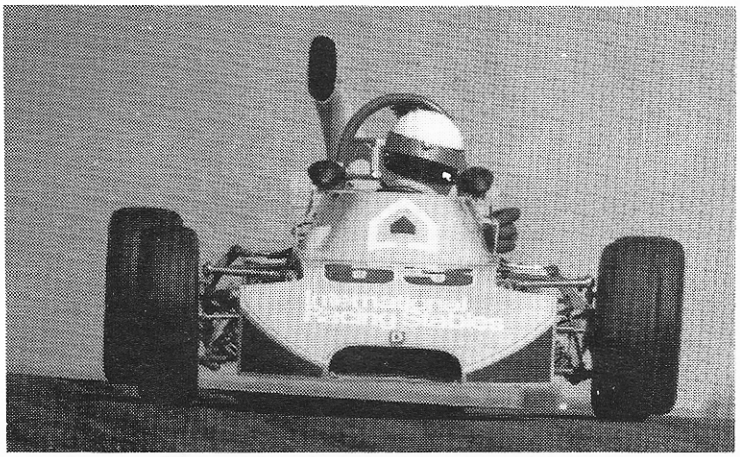
Central Division

Aug	24-	Fort Wayne
	25	Blackhawk Farms
Aug	31-	Inkiana Northwest
Sept	1	Blackhawk Farms

Indiana Northwest

DULON DRIVERS DO IT DEEPER!

Braking, that is.



North American Importer of Dulon Race Cars

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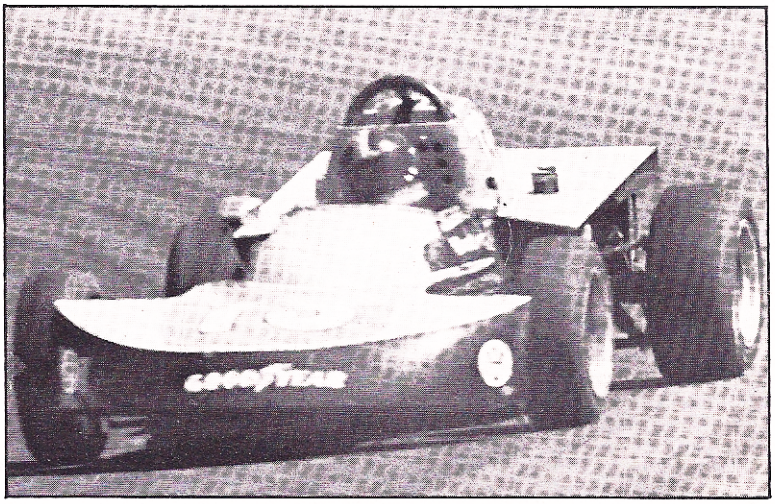
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Telex: RACESTBLS SRFL 34-0448

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"Elden gives you an unfair advantage"

The Elden Mk14 Super Vee and Mk10C Formula Ford give you an unfair advantage, or should we say advantages; for there are many.

Unfair advantage #1: A thorough prototype development program makes an Elden quick right out of the box, just ask Freddie Phillips. Freddie in his first two races with the Elden Mk14 Super Vee earned a front row grid position and a fastest lap.



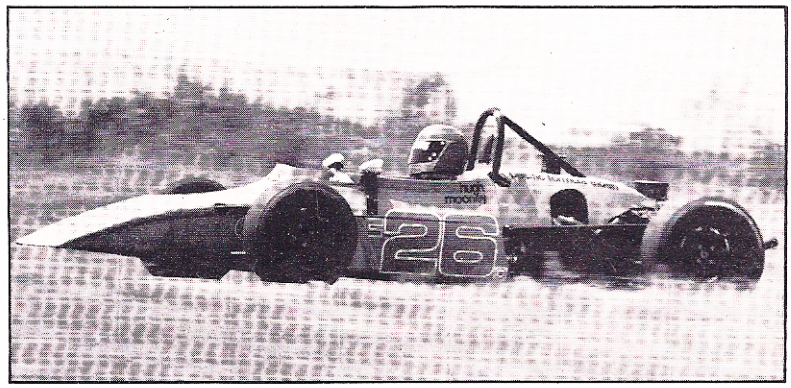
Elden Mk14 Super Vee.

Unfair advantage #2: As anyone whose ever owned an Elden will tell you, an Elden is hard to prange, an important feature for anyone who has ever experienced a Formula Ford race.

Unfair advantage #3: If you do bend something, it won't cost you an arm and a leg to replace it. (Elden spares are priced consistantly lower than other manufacturers).

Unfair advantage #4: Price. The Elden Mk10C, a logical and thorough development of the 1972 Formula Ford World Champion. Elden Mk10A, is priced at half of that American built car claiming "an unfair advantage".

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