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FORMULA FORD REVIEW

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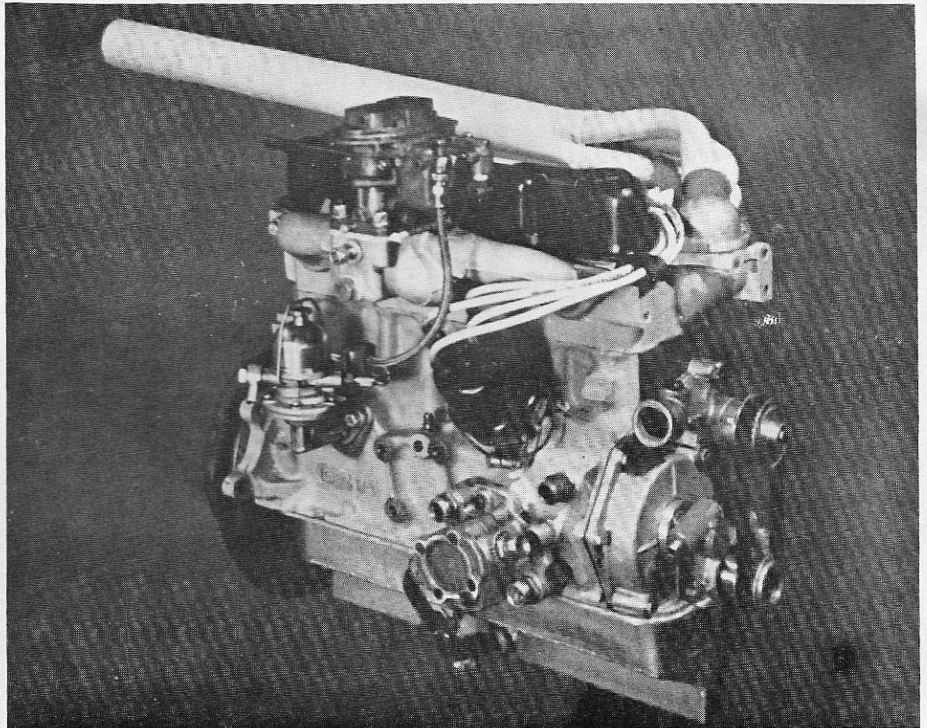
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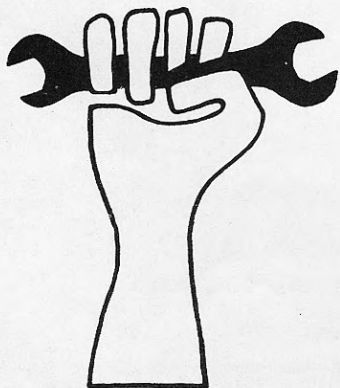
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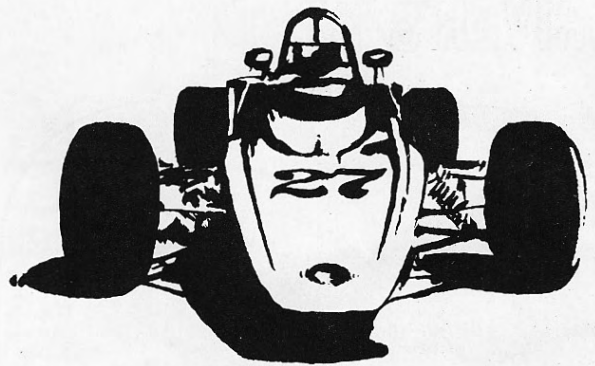


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COVER: DENNIS FIRESTONE AT O.C.I.R.

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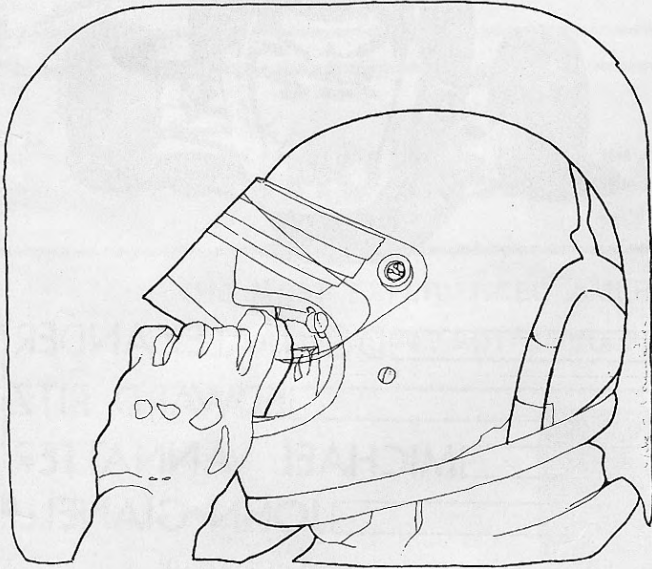
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FROM THE DRIVER'S SEAT:



by Don Alexander

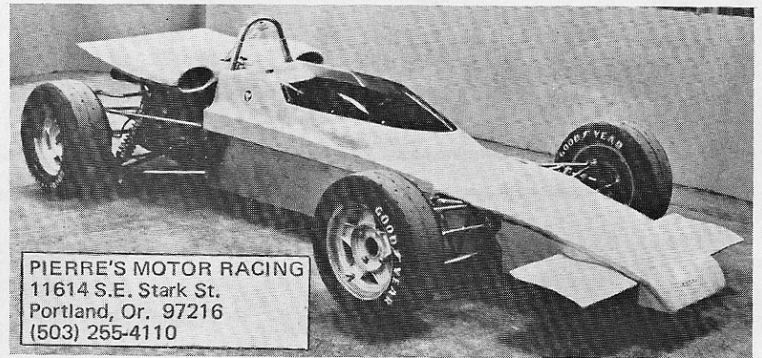
Success?? In racing success is extremely difficult to come by. It takes an incredible amount of effort from many people to put together a successful racing venture. That applies to a driving effort as well as promoting a race. Ever since I've been involved in road racing, I've heard many complaints and bitches about the costs of racing, the lack of prize money, and the difficulty of finding sponsors. Apparently, the vast majority of talk is just bullshit!!!

Everyone wants to race for money. Until there's a money race only 30 Formula Ford drivers show up. Jim Anderson held a race at O.C.I.R. that was a dismal flop financially, although the racing was excellent. I am in no way rationalizing Anderson's mistakes because they were numerous, and gross, and would ultimately lead to his failure. Had he received the support of the racers, we may have had an excellent pro series of races on the West Coast. It will be a long time before someone sticks his neck out for a pro race series like that again. It's really unfortunate.

Formula Ford drivers won't be racing for awhile. As long as Cal Club does its normally pathetic job of P.R. for its races, you can forget about any significant sponsorship money solely from spectator attendance at local races.

I know a lot of Ford drivers had legitimate reasons for not running Anderson's race. But many were taking a look-see attitude, and now they're saying "I told you so, Anderson was nothing but a flake who wrote bad checks." Well, they, with their infinite wisdom, along with Anderson's look of foresight, worked together to doom a potentially excellent racing series to instant failure. The most unfortunate circumstance of all, however, was the loss to the drivers who supported the race. I guess things really haven't changed much. Only the trophies have gotten cheaper. Pieces of paper with NSF stamped all over them. At least Cal Club spends a couple of bucks on its trophies.

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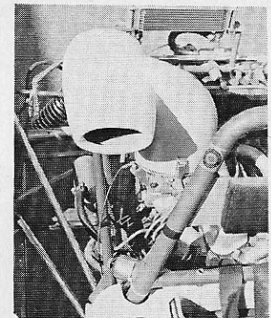
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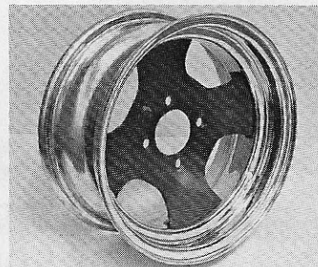
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POINT STANDINGS:

GOLD RUSH SERIES POINT STANDINGS

1. Marty Loft 22
2. Bob Blackwood 13
3. Dennis Firestone 9
4. George Sabin 8
5. Tom Weichmann 6
- Dick Ferguson 6
- Peter Darr 6
8. Johnny Kastner 2
9. Dennis Krueger 1
- Dale Elmer 1

NORTHERN PACIFIC DIVISION NATIONAL POINT STANDINGS

1. Marty Loft 22
2. Bob Blackwood 16
3. Bill Pugh 13
4. Tom Weichmann 12
5. George Sabin 8
6. Allan Turner 7
7. Peter Darr 6
8. Dennis Krueger 1
- Dale Elmer 1

MIDWEST DIVISION NATIONAL POINT STANDINGS

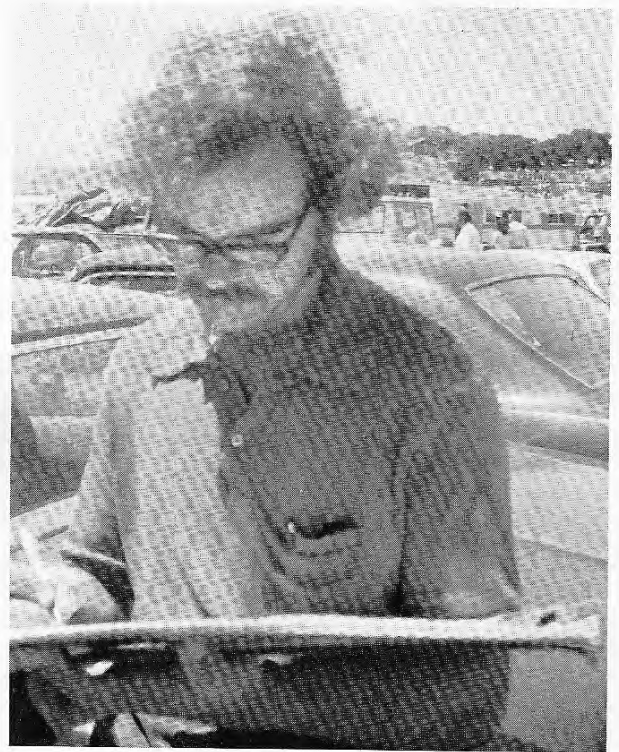
1. Tim Cooper 22
2. Bob Richardson 15
3. Zan Smith 11
4. Bernie Sunier 9
5. Jim Thompson 6
- J. Robert Young 6
7. Ken Keifer 3
8. Richard Schmer 2
9. Dr. Chuck Gravel 1

SOUTHEAST DIVISION NATIONAL POINT STANDINGS

1. Tom Pumpelly 18
2. Bob Rodamere 15
3. Chris Gleason 4
4. Ronald Cox 2
- Ed Sims 2
6. Shelly Marrs 1
- Marcell Gutierrez 1

CENTRAL DIVISION NATIONAL POINT STANDINGS

1. Dave Weitzenhof 19
2. Vince Muzzin 11
3. Michael Landrum 4
4. Carl Liebich 3
- Ted Johnson 3
- Mike MacFarland 3
- George Stefanech 3
- John Berget 3
9. John Beck 2



ED PITZ

SOUTHERN PACIFIC DIVISION NATIONAL POINT STANDINGS

1. Dennis Firestone 39
2. Johnny Kastner 38
3. Alan Holly 24
4. Dick Ferguson 19
5. Boyd Pearce 15
6. Bob Earl 13
7. Mike Hull 4
8. Dick Shirey 3
9. Dick Cooney 2
10. Jim Hawes 1
- Ed Hoffman 1

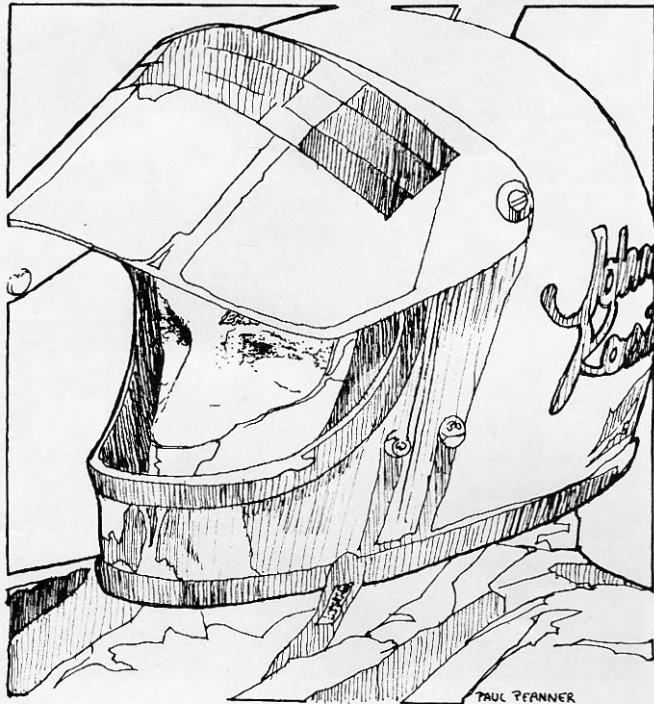
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DRIVER PROFILE:



JOHNNY KASTNER

FFR: How about giving us a little bit of your background.

KASTNER: I'm 23 years old. I graduated from high school and went to 2 years of college at Pierce College and majored in Business. After leaving college I worked for the Jim Russell school. I worked for the Russell School full time after college. Then I got to be an instructor. I worked primarily to get a ride in a car, if you have the desire to drive then it make it worth it. I've been driving for 5 years now and I've had a little luck this year. First year I started driving I finished third in the regional championship. The 2nd year I went into national competition and finished 5th. The 3rd year I had a bit of bad luck, and I'm still learning a lot. I didn't drive much, kes ran our car. I ran a couple races and finished fifth at the Riverside National.

Now 1973 is here, this year I've won 2 races, finished 2nd in a couple of races which puts me first in the standings until today. I'm now 2nd in the standings. So now we're waiting to go to an outer region race to hopefully pick-up from there. Hopefully it will put us in the number 1 position.

Now I'm chief instructor, I work at the Jim Russell school full time and I can honestly say that the Jim Russell school is where I started my racing career. The person that helped me get started was Wally Ward. He was the instructor and Owner at the time I was out there. Then my father really helped me a lot. He has sponsored me most of my racing career.

I've been married for 1½ years, her name is Mary and she generally comes to most of my races.

FFR: Does she enjoy racing?

KASTNER: She really enjoys it, she gets a little nervous when I'm out there, that's normal.

FFR: Did you know her before you started racing?

KASTNER: Yes, I did.

FFR: Does that have any effect on how she feels about racing?

KASTNER: No.

FFR: You're lucky.

KASTNER: Very lucky!

FFR: How does she feel about your racing? Does she like to see you go out and win?

KASTNER: Oh yes, she gets mad if I don't win, it works out really well.

FFR: Describe the finishes this year.

KASTNER: This year? Okay, first was at Riverside in the rain, I qualified on the pole, and finished second. Next race after that we went to Phoenix, and finished 5th there, then we raced at Holtville and won there, then back to Riverside and DNF's, spun and hit the wall, then the next one after that was Willow Springs and finished second; after Willow was Fort Sumner, New Mexico, no, Riverside and took a fourth; and then to Fort Sumner at the Billy The Kid Raceway and finished first there and today, here at Laguna, I took a fifth.

FFR: Do you have any plans in racing in the future?

KASTNER: Next year I hope to go to Formula A. Probably a new Lola, that seems to be a hot set-up. I already have a sponsor lined up.

FFR: Any details about your sponsor you would like to talk about?

KASTNER: No, not right now, I can't.

FFR: When you started racing, why did you pick Formula Ford?

KASTNER: Because it is one of the most competitive classes. It's an open wheel class, formula, and I felt that it was the best class to start a career in. It's competitive, not too expensive, and of course the Jim Russell school had Formula Ford. I think a combination of these things helped me make a decision.

FFR: What do you think of the ability of the drivers of Formula Ford? At least in the West Coast divisions.

KASTNER: The ability of the drivers, at least the 1st five or six are very good, from there after, 6 or back, I don't know, most of them drive way over their heads. They have ability but just don't use it.

FFR: Who are those drivers, the first five or six in Formula Ford?

KASTNER: Dennis Firestone; another strong competitor would be Bob Henninger, although he is no longer running. Boyd Pierce is very good, also Alan Holly. I would say that Dick Ferguson, after today, is really showing that he can stay up front and be very competitive.

FFR: Where do you put yourself?

KASTNER: Well, let's put it this way—I go out to win. I would then say that I'm number 1.

FFR: In other words, when you don't win you have a good excuse for it.

KASTNER: I guess, everybody makes an excuse when they don't win, it's natural. It could be driver, you know you start relaxing on the course a little bit, you don't push the car quite as hard, and once you break a draft, you're history. If you don't win you get mad at yourself after the race.

FFR: How big does psychology play in racing?

KASTNER: A big part, like I'll get into the car 5 minutes before the race. I'll get into the car and go into my own mind and psych myself out, and tell myself that I will drive as well as I can, drive smooth and turn consistently fast laps.

FFR: How do you feel the drivers you mentioned earlier would evaluate you?

KASTNER: Well, I really don't know, they probably feel that I'm very competitive and have an equal chance of winning. Con-

ceding we run together all the time. I would say they rate me as equal to themselves.

FFR: Do you feel at any time that it's justifiable to accuse another driver of rough driving or using underhanded driving techniques?

KASTNER: I would say no. As I said, we're all out to win, you know. When you are out to win you can get carried away. You're trying to drive extremely fast, and can sometimes drive over your head slightly. The majority of the drivers seem to be improving so much lately that there are fewer spin-outs.

FFR: Do you find that you personally get upset if someone's over exuberance caused you to lose a couple of seconds or maybe causing to stuff it or spin.

KASTNER: You know if a driver is deliberately trying something, I definitely get upset. If a driver deliberately turns into you he should definitely be reprimanded.

FFR: Has it ever happened to you?

KASTNER: Quite a few times.

FFR: Have you ever done that to someone?

KASTNER: Not intentionally, no. I wouldn't drive that way.

FFR: Do you feel that if a driver spins, it's a sign of a lack of ability?

KASTNER: If it happens all the time, yes. If it happens periodically, I think it's got to happen or you're not going fast enough. Eventually you are going to spin.

FFR: This is kind of a basic question, but why did you get started in racing?

KASTNER: It's a desire I've had since I was eight years old. I started racing go-karts when I was nine. I like the competition more than anything. That's racing, it's the competition, and the winning. Once you win a race, you've been bitten by the racing bug.

FFR: How do you feel about your father being involved in your racing? Did he push you at all into racing?

KASTNER: No, not at all, in fact he discourages me at times. No, he never pushed me into racing. In fact I was involved two years before he ever became connected with the sport.

FFR: Would you encourage kids to start racing at a go-kart level?

KASTNER: Sure, I think go-karting is great. You can really learn a lot in any kind of racing.

FFR: Do you find you go faster in a competitive situation than in qualifying?

KASTNER: Definitely. You not only go faster, but learn more under pressure. Formula Ford is a proving ground and you're out there to learn. Real close competition is much, much better.

FFR: It appears pretty definite that you'll run Formula A next year. After Formula A, what are your goals?

KASTNER: To drive Formula 1, of course. I really want to win a Formula 1 race.

FFR: I assume you'll be running the full continental series next year?

KASTNER: Right!

FFR: How do formula drivers feel about production drivers?

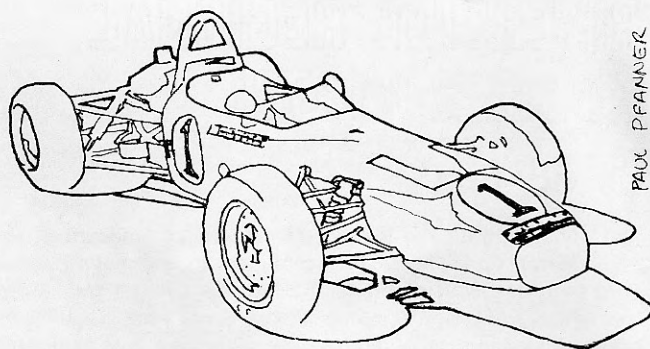
KASTNER: Well, I don't know that much about production cars and really couldn't rate the drivers.

FFR: Do you feel that racing formula cars is the path to pursue?

KASTNER: I definitely feel that formula cars are the way to go. It's competitive and you are actually driving a racing machine, where a production car is not.

FFR: What's your opinion about the Showroom Stock classes?

KASTNER: I think it's a class to have some serious fun in, an



inexpensive way to get into racing.

FFR: How does an accident or a thought of one effect your driving?

KASTNER: None whatsoever. It shouldn't even bother you. The worst crash I had so far was at Riverside this year. It didn't really seem to bother me, of course I thought about it afterwards, but it didn't really effect me.

FFR: Do you find that you drive better some days than others, or are they consistent?

KASTNER: I drive more consistently if I have some time on a new course.

FFR: Do you feel consistent, mentally, every time you go out to race?

KASTNER: Definitely.

FFR: Do you feel that a race car driver must have a suicidal tendency to go out and drive?

KASTNER: No, because a driver doesn't feel he is going to get hurt.

FFR: What qualities do you attribute to an Emerson Fittipaldi, a Jody Scheckter or a Jackie Stewart, to go out and win so many races more than other drivers do?

KASTNER: I would say that they go out and win because, number one, they have a good car. The first 10 drivers of Formula 1 could win if they had a good car.

FFR: Do you think desire has anything to do with it?

KASTNER: Definitely.

FFR: Do you feel that the top 8 to 10 Grand Prix drivers have the same desires or would Fittipaldi or Stewart have a little bit more that gives them an edge?

KASTNER: I would say that they have a greater desire, because once you start getting out in front, from then on they are psyched out every race?

FFR: What do you think of the glamour of racing?

KASTNER: Well, I don't think there's that much glamour in Formula Ford. It's really hard to say yet, but some day I hope to be able to answer that question.

FFR: Which race stands out in your mind as your best race?

KASTNER: Willow Springs, where I started dead last and finished 2nd. The best races I've had is where I was the most consistent in lap times even in traffic.

FFR: Speaking of Willow Springs, a lot of people would think that you get a tremendous amount of track time, is this true?

KASTNER: Not really, the only time I go out on the track in the Ford is just before a race, say a day or two before, work the car and quit.

FFR: Is there any other sport that comes close to giving the same satisfaction as does race car driving?

KASTNER: To racing? I would say ski racing. It takes technique to get out of the turns.

(continued on page 14)

RIVERSIDE REGIONAL

APRIL 29, 1973:

by Ed Pitz

The opportunity to run in front of pro drivers, spectators, and "Aunt Sarah up in the stands" attracted an enormous Formula Ford entry to Riverside on April 29. Of the five amateur events supporting the L & M Continental, the Fords were awarded the prime slot immediately preceding the 100-mile L & M final. Entry forms disappeared quicker than tickets for a Rolling Stones concert and the 60-car limit was easily attained.

Qualifying was short and made it apparent that the traffic problem would be a major factor in the race. Bob Earl's Cask & Cleaver Elden took the pole with 1m.32.58s., 1/100-second faster than David Parke's Hawke. Alan Holly's Elden, now sponsored by the California Milk Advisory Board, sat third with 1m.32.74s. ahead of Jim Hawes' Falstaff Merlyn (1m.33.21s.), John Gianelli's Titan (1m.33.92s.), Clyde Hodges' Premier Lola (1m.34.01s.), Rick Ricketts' Merlyn (1m.34.25s.), Joe Griesedieck's Falstaff Merlyn (1m.34.72s.), and the rest of the 52 starters.

The start was an awesome spectacle and the field remained tightly bunched in the early running. The two-lap mark saw the top 46 virtually nose-to-gearbox, the van at this stage being composed of Holly, Earl, Parke, Hawes, Ricketts, Gianelli, Hodges, Joe Cavaglieri's Lotus, Rick Paronelli's McNamara, and Sam Nicolosi's March.

The top six made a clean break after four rounds with Earl

avoided the incident and virtually coasted to his first-ever victory. Gianelli's best drive yet ended in second place ahead of Hawes' slightly detuned Merlyn and a disappointed Holly. Shirey placed fifth ahead of Cavaglieri.

Strawbridge managed seventh from Cooney and Hodges, Art Hahn's Merlyn taking tenth after Bradley was disqualified. In a post-race inquest, Paronelli was found guilty of improper driving and was suspended for four months.

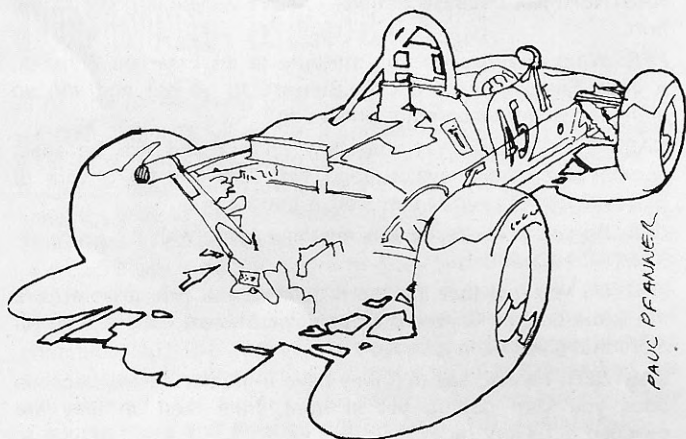
RESULTS—RIVERSIDE REGIONAL

APRIL 29, 1973

- | | |
|---------------------|------------------|
| 1. Rick Ricketts | (Merlyn Mk. 11) |
| 2. John Gianelli | (Titan Mk. 6) |
| 3. Jim Hawes | (Merlyn Mk. 24) |
| 4. Alan Holly | (Elden Mk. 8) |
| 5. Richard Shirey | (Lotus 61) |
| 6. Joe Cavaglieri | (Lotus 69) |
| 7. Mike Strawbridge | (Merlyn Mk. 20A) |
| 8. Dick Cooney | (Titan Mk. 6) |
| 9. Clyde Hodges | (Lola T202) |
| 10. Art Hahn | (Merlyn Mk. 11) |

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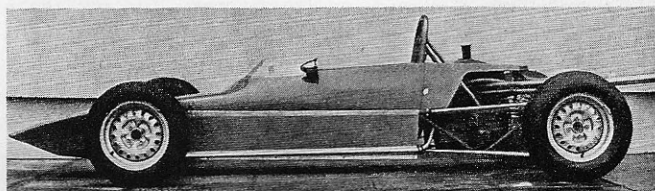


and Parke practicing dead-heats over the line. Hodges, Paronelli, Nicolosi, and Cavaglieri argued for seventh place followed by another dispute composed of Joe Griesedieck, Dick Cooney's Titan, Don Pepperdene's LeGrand, Richard Shirey's Lotus, Mike Strawbridge's Merlyn, and Rich Bradley's Crossle.

The first shakeup occurred on the seventh lap when Parke was ambushed by an errant marker cone at the kink on the back-straight and retired after a very hairy moment. Hawes lost contact with the leaders but moved up anyway when Gianelli suffered a brief spin a few laps later. This left the issue between Holly, Earl, and Ricketts. Hodges looped it down to 14th with a little help from Paronelli, leaving a titanic scrap for sixth between Cavaglieri, Shirey, Cooney, Pepperdene, Strawbridge, and Griesedieck.

On the last lap, as the leading trio prepared to lap Paronelli's ailing McNamara at turn 5, the latter machine looped it. The Elden twins were forced off the track but Ricketts neatly

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W.C.R.A. PRO RACE:

by Ed Pitz

Without a doubt, the June 9-10 WCRA Pro Race at Orange County Raceway was the letdown of the year. West Coast Racing Association posted a \$3,000 purse for the Fords with the winner receiving a \$1,000 check. It seemed safe to assume that, if trophies and points could pull 50 entries at nearby circuits, then a bundle of fresh greens would attract at least 100 entries from the coast regions.

Consequently, it was a severe shock to find only 25 cars and drivers making a go of it. Countless reasons for the lack of support were tossed about but a couple of them came up frequently. The Portland National on the same weekend took care of several entries. Others felt that 100 Fords at OCIR would be a destruction derby for the circuit has acquired a reputation for being "crash-prone." A curious outlook in view of some of the goings-on at the "safer" tracks on the coast.

While outraged at the abysmal turn-out, the organization was eager to please and their first effort in motor racing could be termed an artistic success despite a few teething problems. Cal Club workers were much in evidence and a much-discussed talking point was possible retaliation for attending this event; it was well known that Cal Club wasn't too pleased about another outfit running races in its backyard.



J.L. ANDERSON



Despite the small entry, there were several possible winners on hand and most of the competitors held National licenses. Makewise, Lotus had the greatest representation with 69s driven by Barry Blackmore and Joe Cavaglieri, 61s for Richard Shirey and Jim Boone, and a 51 for Kyle Buxton. Lola hopes rested on Dick Ferguson and Jules Williams in T200s and Clyde Hodges' T202.

A lot of Ladbroke's money (to the uninitiated, they're English bookies) would have landed in the Titan camp. Dennis Firestone's Mk.6 was a strong favorite with additional support coming from Pacific Formula prexy Dick Cooney in a Mk. 6 and Hugh Mooney's shovel-nosed Mk. 6C. Eldens were on hand for Ed Freutel, John Benton, Charlie Wright (whose car sported an attractive streamlined nose), and Jerry Thomason.

Merlyn was represented by distributor Jim Hawes' Falstaff Mk. 24, Mike Strawbridge's Mk. 20A, and Rick Ricketts' potent Mk. 11. From San Francisco came the Winkelmann proponents, Tom Crowther's much-modified WDF2 and newcomer Gary Fuller's WDF4. Completing the list were singleton entries for Berry Brown's Crossle 25F, Mike Murrell's Beach, Bob Hastings' Hawke, Bert Hornbeck's LeGrand, and Sam Nicolosi in the Wayne Mitchell March.

Since the original schedule had arranged for adequate practice for a large entry, the revised program gave the runners a lot of time to get sorted out. Thus, the ball started rolling with a 45 minute qualifying session on Saturday morning. Several parties were keeping a close eye on tire wear for new Good-years were non-existent and the next batch wouldn't be around for two more weeks. Several leading lights scrounged up new Firestones, however; one driver reported them as being more predictable while lagging slightly in adhesion characteristics.

Dennis Firestone set the early pace at 56.03s. despite excessive understeer. Tom Crowther's Winkelmann, also "off" in the handling department, did 56.9s. while Barry Blackmore's 56.99s. raised a lot of eyebrows. Jim Hawes' under-geared Merlyn was next up at 57.09s. Richard Shirey posted 57.14s. before hampered by severe brake fade.

Dick Ferguson's Lola did 57.78s. despite worn tires and locking brakes followed by Rick Ricketts (57.88s.) and Joe Cavaglieri (57.96s.) Jules Williams' best was 58.07s., while Mike Strawbridge's effort was halted at 58.10s. when his Merlyn's exhaust magaphone fell off.

The afternoon session produced a different picture due to the hotter weather conditions, oil on the course, and the brief time allotted — 15 minutes (we had to clear out for the drag racers). Crowther was the only driver in the top five to improve

(continued on page 13)



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RIVERSIDE REGIONAL MAY 27, 1973:

by Ed Pitz

The May 27 Riverside Regional provided the rare sight of a runaway victory in the Formula Ford round. Bob Earl's Cask & Cleaver Elden scored a 13-second triumph over Tom Crowther's Winkelmann after leading virtually all the way.

Richard Shirey's Lotus ran a close second to the winning Elden during the first seven laps before being overhauled by a three-car scrap composed of Crowther, Jim Hawes' Falstaff Merlyn, and novice Bill Delatore's ex-Henninger Merlyn. After several laps of dicing, Crowther pulled out a two-second lead on Delatore and Shirey while Hawes retired with no water left in the engine.

Delatore took third after an outstanding debut, having traded the lead with Earl twice on the opening lap. Shirey slowed drastically in the last two laps with deteriorating handling caused by a faulty rear wheel but still managed fourth.

Sam Nicolosi's March finished fifth after all of his immediate opposition dropped out for various reasons. Art Hahn's Merlyn let go near half-distance and Dwight Hampton's Merlyn and Ed Freutel's Elden had a coming-together at turn 7 on the penultimate lap.

A half-second behind Nicolosi came John Gianelli's Titan after a tremendous race. John pitted on the second lap to remove some paper from the radiator and dropped to 28th. From then on, the Titan really flew, picking up three or four places on each lap, and Gianelli would probably have been fifth if the race had been a lap longer.

Tom Sauerbrei's Titan came out on top of a long three-car battle to take seventh ahead of Ed Mertz' Titan and Bob Hunsaker's J.M.C. Merlyn. Steve Madsen's LeGrand just edged Charlie Wright's Elden for tenth spot.

RESULTS — RIVERSIDE REGIONAL MAY 27, 1973

16 LAPS (40 MILES)

1. Bob Earl (Cask & Cleaver Elden Mk. 8) 25m. 11.828s.
2. Tom Crowther (Crowther Winkelmann WDF2)
3. Bill Delatore (Delatore Merlyn Mk. 11)
4. Richard Shirey (Hyper Lotus 61)
5. Sam Nicolosi (Wayne Mitchell March 739)
6. John Gianelli (Toyo Tire Titan Mk. 6)
7. Tom Sauerbrei (Sauerbrei Titan Mk. 6C)
8. Edgar Mertz (Mertz Titan Mk. 6)
9. Bob Hunsaker (J.M.C. Merlyn Mk. 11)
10. Steve Madsen (Abitibi LeGrand Mk. 10F)
11. Charlie Wright (Wright Elden Mk. 8)
12. Ray Wittbrod (Wittbrod Brabham BT21)
13. Jim Shopneck (Cannon Headers Titan Mk. 6)
14. Don Smith (Pacific Formula Falconer Elden)
15. John Knopp (Knopp Crossle 25F)
16. Frank Briggs (United Airlines Winkelmann)
17. Ed Kitzmiller (BKS Facing Merlyn Mk. 17)
18. Milt Seropan (Seropan Lotus 51)
19. John Stone (Westwood Pool Lola T200)
20. Gary Jarlson (Tres J Racing Lola T202)

RIVERSIDE NATIONAL

MAY 28, 1973:

by Ed Pitz

The vagaries of the SCCA calendar found the SoPac Division running its final National points meet of the year on May 28 at Riverside. The Formula Fords' final fling was undoubtedly their most spectacular yet and went right down to the wire in typical Riverside/Monza fashion.

Monday morning qualifying took place in very warm and sunny weather. The heat had its effect on the 39 qualifiers which kept the lap times up. The difference between the quickest and slowest machines was ten seconds but the keenness of the competition was illustrated by the 3.5-second spread covering the top 20.

On the pole and shooting for three straight wins was Alan Holly's Calif. Milk Advisory Board Elden at 1m.32.164s. Outside pole was taken by Dennis Firestone's KKW Trucking Titan at 1m.32.478s. Row two consisted of points leader Johnny Kastner's Jim Russell Merlyn (1m.32.657s.) and Bob Earl's Cask & Cleaver Elden (1m.32.713s.). Hugh Mooney exchanged his old Hawke for a new Titan and was a happy fifth at 1m.32.731s. with Dick Ferguson's Lola alongside at 1m.32.945s.

Tom Crowther's Winkelmann just missed the 32s. barrier with 1m.33.102s. followed by a slightly unhappy Richard Shirey at 1m.33.647s. in his Lotus ("Driver trouble," he later explained.). John Gianelli, still bubbling over his drive in the Regional, did 1m.33.659s. in his Titan and replaced the head gasket as a precautionary measure. Ron Nash's Royale performed one quick lap in qualifying before suffering a flat tire; however, the timers caught it and he filled the top ten at 1m.33.781s.

Firestone anticipated the starter perfectly and led into turn 2 ahead of Holly, Earl, Ferguson, and the rest of the 40-car field. Holly slipstreamed past on the backstraight but the first lap honors went to Earl by a silly millimeter. Holly and Firestone were alongside followed by Ferguson, Kastner, Shirey, Crowther, and everyone else in quick order.

The attrition began quickly. On the third lap, Mooney tried to leap over Crowther at turn 7, thus eliminating them from the contest. Ferguson moved up to third at the expense of Firestone and promptly retired after doing a 360 at turn 6.

At quarter-distance, it was Holly, Firestone, and Earl side-by-side for the lead. Mike Hull's Titan had advanced from the sixth row of the grid to edge Kastner for fourth with Shirey and Gianelli falling away into their own private dispute for sixth. Ron Nash and Jim Hawes' Falstaff Merlyn were having at it for eighth ahead of a lonely Jules Williams in his Lola.

Williams was followed by an immense eight-car scrap headed by Bert Hornbeck's LeGrand and Mike Strawbridge's Merlyn. In 16th and climbing steadily was Bob Blackwood's Winkelmann which had started 35th after suffering gearbox problems in qualifying.

The retirement rate was unusually high as several cars were sidelined due to overheating. The water temp needle on Dan Marvin's Titan wavered in indecision until the engine started rattling. The most prominent drop-out was Earl's Elden on the tenth lap when the engine quit in protest.

The remaining quartet continued their war right down to the checker. Holly generally held a slim advantage at start/finish, leading on 13 occasions to Firestone's four, but it was still anybody's race. The final dash was heart-stopping but, to the immense joy of mechanic Bob Sampo and crew, it was Firestone over Holly by a couple of feet. Hull was two lengths be-

hind in third in his best-ever performance while Kastner finished a couple of seconds further back after suffering backmarker trouble in the final laps.

Shirey coasted to fifth spot after Gianelli's machine gave up the struggle on the 16th lap. Hawes was assured of the remaining point when the Royale slowed on the penultimate lap; the patched-up rear tire was deflating again and Nash was pipped at the post for seventh by Hornbeck. Jules Williams took a very close ninth ahead of Tom Sauerbrei's Titan.

Bob Blackwood was seventh under the checker but was disqualified for passing under the yellow. In a post-race protest, the engines from Firestone's and Kastner's machines were torn down but declared legal.

RESULTS — RIVERSIDE NATIONAL MAY 28, 1973

20 LAPS (50 MILES)

1. Dennis Firestone (KKW Trucking Titan Mk. 6)
2. Alan Holly (California Milk Elden Mk. 8)
3. Mike Hull (Shangri-La Titan Mk. 6)
4. Johnny Kastner (Jim Russell Merlyn Mk. 20A)
5. Richard Shirey (Hyper Lotus 61)
6. Jim Hawes (Falstaff Merlyn Mk. 24)
7. Bert Hornbeck (Castrol LeGrand Mk. 10F)
8. Ron Nash (Nash Royale RP16)
9. Jules Williams (A.D. Lola T200)
10. Tom Sauerbrei (Sauerbrei Titan Mk. 6C)
11. Ed Hoffman (Hoffman Lotus 61)
12. Sam Nicolosi (Wayne Mitchell March 739)

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PORTLAND NATIONAL:

by Jim Kalie

If you want to win in the Northwest you've got to be F-A-S-T and that seemed to be the way you spelled Marty Loft and his Olympia Beer Titan Mk6 Cortina. The event was the S.C.C.A. national points race at Delta Park, Portland, Oregon, June 9th and 10th. Over 6,000 people were in attendance as the races are an annual event finishing off the Portland Rose Festival, hence the name Rose Cup Races.

Delta Park for those who have never seen it can best be described as all straightaway. In fact, the distance from the apex of turn 8 to the apex of turn 1 is 9/10ths of a mile. Turn 1 is a fast decreasing radius right hander. It's really a series of three rights but at speed they all seem to blend together. You go from 4th gear right down to a high 1st gear but what you really need is a tight crotch strap because it's a late breaker and everybody tries to pass everybody else on the inside. Now if you are the "insider" and you braked too late, well, you're in trouble. The trouble is, though, so is everybody else. Turn 2 is a late apexing second gear left hander followed by another left turn (turn 3) which serves as an entrance for turn 4 — a hard right second gear and the foot comes to the floor. What follows is the prettiest part of Delta Park. On the left is a golf course, on the right a lake. But keep your eyes on the road because it's a very rough surface on its turning to the right. This leads us to the "circus" which should have been renamed in honor of Bill Scotts' innocent spin, last September which completely wrote off his car. The circus is an "esses" type with needless curbs that ruin a beautiful circuit and really protect nothing. Turn 8 is the fast "hairpin" on to the straight and the word here is "get it on." It's a relatively safe course for all its slip streaming, and with all the free radio and T.V. coverage you get, it makes for a really fun weekend. The whole town just goes nuts.

The entry was large but apparently many of the Southern Cal "shoes" were down south for the pro races the same weekend.

The previous lap record for Fords had been a 1m.17.1s. set in September of 1972 by Marty Loft. That obviously wasn't going to last as four drivers were already under that in the first 1 hour delayed practice.

The qualifying session finished like this:

1. Tom Wiechmann—Wash., Titan Mk6 uprated (1m.16.2s.)
2. Marty Loft—Wash., Titan Mk6 Cortina (1m.16.4s.)
3. Peter Darr—Ore., Titan Mk6 uprated (1m.16.8s.)
4. Arustein Loyning—Ore., Titan Mk6 uprated (1m.16.9s.)
5. George Sabin—Ore., Titan Mk6 uprated (1m.17.4s.)
6. Don Pepperdene—SF, LeGrand (1m.18.0s.)
7. Bob Blackwood—SF, Winklemann uprated (1m.18.0s.)
8. Pat Waller—SF, Royale (1m.18.1s.)
9. Tom Sauerbrei—CC, Titan Mk6 uprated (1m.18.1s.)
10. Dennis Krueger—Ore., Merlyn (1m.18.2s.)

If you had the best engine money could buy, the greatest chassis you could find, the newest Goodyear slicks, were hopefully under 140 lbs., and had lots of what only God as yet can give you, then you too could be just one of today's average Formula Ford drivers.

Anyone who knew Delta Park could tell you two things. The race would be a slipstreamer right up to the end and on lap one at turn 1 at least 10 cars would "sock it to" each other. Well, they were wrong. It was only 5 cars on lap 2 at turn one and nobody believed Marty Loft when he said he was out to win.

Lap 1, 1m.17.8s. Marty Loft - Arnie Loyning - Tom Wiechmann - Don Pepperdene - Pete Darr - George Sabin - Dennis Krueger - Bob Blackwood - Pat Waller - Dale Elmer.

Lap 2, 1m.17.3s. Marty Loft, not much changed other than Sabin wanted 5th place which he got on lap 3 and Pepperdene was having problems and dropped down to 6th.

Lap 3, 1m.17.1s. Marty Loft. Still nothing significant at least as far as start-finish was concerned but everywhere else the lead seemed to be disputed between Loft and Loyning, then Loyning and Loft, then across start-finish for lap 4, Loft again.

Lap 5, 1m.17.1s., lap 6, 1m.17.2s. All Loft. Then the dreaded traffic problem. Sure enough Loft broke away and left Loyning and the rest behind.

It was now Loft's race if he wanted it, and he did. From then on it was high 16's in the lead in traffic, and at least two 1m.16.1s.'s.

Apparently Loft wasn't the only one who was on form because by lap 12 Bob Blackwood had risen from 8th to 6th. One more lap and he was in 4th. Two more and he was 2nd.

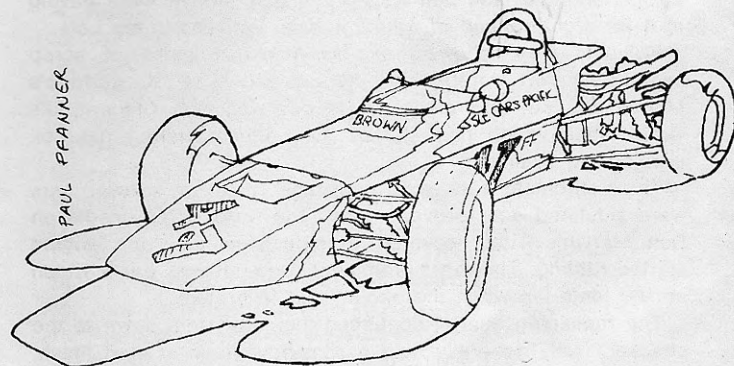
By mid distance it was Marty Loft - Bob Blackwood - Arnie Loyning - Pete Darr - George Sabin - Dennis Krueger - Pat Waller - Alan Wendler - Dale Elmer.

Five laps from the end would see Marty in command, Wiechmann recovering from 5th position to eventually take 3rd, Loyning fading from a suspected broken crank, Pete Darr spinning off to 5th position. George Sabin getting ready to do the same on the next lap. Bob Blackwood sole occupant of 2nd place, Krueger hanging on to 8th, Waller spinning off and out of the top ten and Dale Elmer making a run at 7th position.

Finishing order was Marty Loft, Bob Blackwood, Tom Wiechmann, Pete Darr, George Sabin, Dennis Krueger, Dale Elmer, Tom Johnson, Alan Wendler, and Tom Sauerbrei.

The teardown which wasn't, involved the top three only. The weights were checked, Loft's Cortina 925 lbs., Blackwood's updated, 956 lbs., Wiechmann's updated 958 lbs., and everyone was sent home. Marty Loft is a name you might jot down for future reference. I think we will be hearing from him. He's quick, very light, (around 135 lbs.), sponsored (Olympia Beer) and seems to know how to get horsepower (he should, he borrowed Tom Wiechmann's dyno). Bob Blackwood who's sort of been away for awhile (building a new house) is definitely back.

A fine race really although probably quite boring for the spectators. 34 cars started and 23 finished. I was one of them, 22nd in a borrowed "rent-a-racer" from Pierre Phillips. I'd like to thank him for a good car, but I wouldn't give that engine to Richard Nixon.

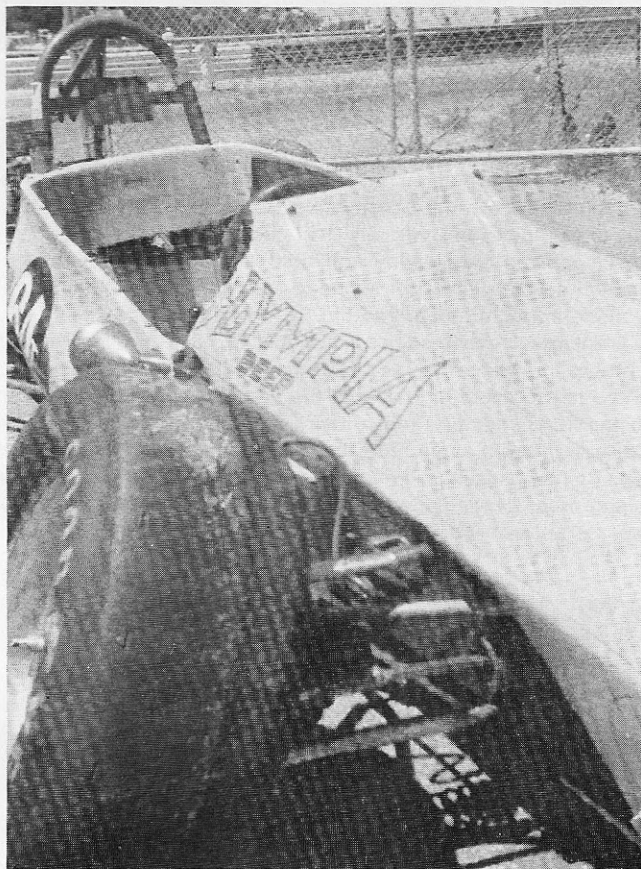


LAGUNA SECA NATIONAL:

by Ed Pitz

Hands down, the June 23-24 Olympia Sprints at Laguna Seca was the biggest extravaganza of the year. The 50 car entry included virtually all the top names on the west coast and the competition for the 38 grid positions was intense.

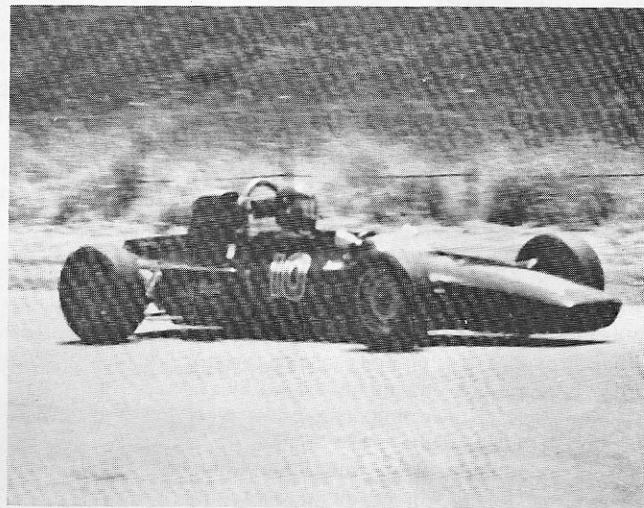
With qualifying times such a critical factor particularly in the lower ranks, it was a shame that the timing and the organizational procedures didn't measure up to the occasion. The 30- and the 20-minute qualifying sessions were augmented by a 10-minute warm-up/qualifying period. The race was scheduled to run 15 minutes later! The cars and drivers rested on the pre-grid for an hour while the scorers prepared the grid order. The showroom stocks did their thing, and the officials called for a lunch break.



GEORGE SABIN

Saturday qualifying was dominated by considerable brow-knitting and head-scratching for none of the drivers could determine why they were lapping so slowly. Bob Blackwood's Winkelmann topped the list at 1m.13.94s., well outside Boyd Pearse's lap record of 1m.11.56s. Alan Holly's Milk Advisory Board Elden was next with a 1m.14.33s. but he didn't know it until Sunday morning, having spent a sleepless night hoping for the 38th grid position. Dennis Firestone's KKW Tit an did a 1m.15.02s. with a four-second spread covering the next 30 qualifiers.

Sunday morning found a general improvement in the times and the pole position time of 1m.13.14s. went to Richard Shirey who didn't believe it for a second. George Sabin's Olympia Beer-sponsored Titan grabbed the outside pole with a frothy 1m.13.35s. Firestone got down to 1m.13.37s. ahead of a much



happier Holly (1m.13.80s.), Bill Pugh's Dulon (1m.13.81s.), and Bob Blackwood (1m.13.94s.).

Olympia teammate and Portland winner Marty Loft clocked in a 1m.13.97s. in his Titan during the warm-up session, while eighth fastest went to Dick Ferguson's Lola at 1m.14.26s. Don Pepperdene's LeGrand started in the fifth row at 1m.14.57s. ahead of Johnny Kastner's Jim Russell Merlyn at 1m.14.61s., Kastner having his first-ever race at Laguna.

The 37-car field took the green flag in excellent order and Sabin surged into the lead with Holly clinging to the Titan's rear as they moved out of sight. Over the line for the first time, it was Sabin, Holly, Firestone, Shirey, Blackwood, Pugh, Ferguson, Loft, Kastner, and the rest absolutely nose-to-tail.

With five of the 24 laps run, the field had begun to split up, but there was nothing separating the leader from tenth place! Holly managed to lead on the fourth lap but the Olympia Titan appeared to have a definite advantage and retook the lead on the next lap. Firestone held third by a hair from Ferguson, Blackwood, Loft, Shirey, and Kastner.

Sabin got his break on the sixth lap when Holly rotated while exiting turn 9. The Elden restarted in the seventh and attempted to outdrag Kastner (the Merlyn grew a wider track in response) before calling it a day.

The leading car continued to extend its lead until the 13th lap. While lapping several backmarkers at turn 9, Sabin was punted up the rear and came to an immediate halt against the hay bales.

Suddenly, the race was wide open. Firestone took over the lead with his mirrors full of Ferguson and Loft. Blackwood in fourth was keeping Kastner at bay. Shirey's Lotus was a lonely sixth but was being overhauled by Bob Earl's Elden moving up from the eighth row of the grid. Pepperdene lay a solid eighth ahead of Dan Marvin's Titan while tenth was a toss-up between Jim Hawes' Falstaff Merlyn, Jim Heath's Titan, and Ed Hoffman's Lotus.

The lead dispute was terrific as Ferguson tried everything in the book to take the lead. On the 17th lap, he succeeded with a demon outbreaking maneuver at turn 9 but Firestone was back in front the next time around and stayed there the rest of the way. Ferguson maintained second from Loft, the trio being covered by .89 seconds at the finish. Loft was credited with a new lap record of 1m.11.15s., which was a full 2.4 seconds quicker than any one else and had all the ear-marks of a timing error.

Blackwood pulled away from Kastner to take fourth. Earl picked up the one-point after Shirey was forced into the turn 9 hayloft by a spinning backmarker. Pepperdene and Marvin were next up while the three-way argument behind them even-

(continued on page 14)

(continued from page 8)

but still missed the pole by 0.4-second. Firestone encountered heavy traffic and only managed 56.85s.

Making a big leap up to third was Berry Brown at 57.27s. after various dramas kept him down to 59.48s. which was promptly duplicated by Ferguson. Dick Cooney chopped nearly a second from his initial effort to 57.52s. Blackmore found himself exactly a second slower than his morning time while Hugh Mooney posted 58.13s. before his titan's sway bar broke at a rod end. Cavaglieri dropped to 58.16s., .05-second quicker than Shirey.

Sunday morning's 45-minute warmup saw lots of action. Crowther tried out a few suspension alterations and muttered several unprintable epithets about the result! Rick Ricketts made a quick tire change in the paddock when the left rear deflated. Berry Brown found his brake pads frying merrily and set about replacing the brake system for the race.

Most unfortunate of all was Jules Williams who suffered a painful eye injury when cement dust got inside his helmet. F/B driver Jon Milledge took over the car but had to start at the back of the grid. Joining him was Dave Stewart who found a ride in Jerry Thomason's Elden after the car owner turned 59.58s. in qualifying.

The tire situation looked rosy for Firestone; of the top five, only Crowther was flying the Goodyear banner. Cooney chose to race with Firestones on the front and Goodyears on the rear. The grid lined up as follows:

Crowther	Firestone
56.43s.	56.03s.
Hawes	Blackmore
57.09s.	56.99s.
Brown	Shirey
57.27s.	57.14s.
Ferguson	Strawbridge
57.48s.	57.48s.
Ricketts	Cooney
57.88s.	57.52s.
Mooney	Cavaglieri
58.13s.	57.96s.
Freutel	Fuller
58.45s.	58.38s.
Benton	Hornback
58.59s.	58.53s.
Nicolosi	Hodges
58.74s.	58.68s.
Buxton	Wright
59.16s.	58.75s.
Murrell	Hastings
61.31s.	59.43s.
Stewart	Boone
NT	62.26s.
	Milledge
	NT

As the pace laps began, a lot of onlookers started holding their breaths and as the field surged past the green, there were a lot of purple faces on the pit lane. The pack swept around the first turn without incident with Crowther and Firestone at the helm. At turn 6, Crowther's throttle stuck open which just isn't on at all. In the ensuing confusion, Firestone broke away to hold a two-second advantage after the first lap.

It took several laps for the mob to get over their two- and three-abreast ideas and by the fifth tour, Firestone was lapping briskly in the lead with Crowther back up to a comfortable second. Ricketts had made a real flier of a start up to third but his mirrors were full of Ferguson, Blackmore, and Shirey.

Hornbeck had done a Ricketts from the eighth row and was holding off Cooney for seventh ahead of a monumental traffic-jam led by Nicolosi. Resting on his shift linkage were Brown (moving up after bedding in new brakes), Mooney, Fuller, Ben-

ton, Freutel, Stewart, Wright, Hastings, Milledge, and Buxton. Hodges was next up and disgusted as his engine refused to work over 5200 rpm. Cavaglieri, Boone, and Murrell completed the order with Hawes in the pits suffering severe fuel starvation. Strawbridge became the first casualty, crashing his Merlyn on the third lap and severely damaging the car but not himself.

Firestone remained in firm control for the remaining 25 laps although, by two-thirds distance, Crowther had closed to within three seconds. Two more "moments" with a sticky throttle reduced his threat, however, and Crowther had to make do for second, the \$700. check providing some consolation.

From all the arguing that went on for third place, one would have thought that there was \$1000 at stake. Ricketts, Shirey, Ferguson, and Blackmore chopped and changed places with gay abandon, treating the turn 1 spectators to 25 free lessons in outbraking. Blackmore spun down to 10th place on the 13th lap but Brown's Crossle, now sixth, was really flying and joined the dispute on lap 19.

The Irish machine appeared to have a power advantage down the straight, spending most of the remaining laps at the head of the quartet, and Brown went home with the \$400. third prize. Ferguson outfoxed Shirey on the final Go-round for fourth and \$300. The cruellest of luck shot down Ricketts with five laps to go when his left rear tire deflated.

Hornbeck spent most of the race all alone in seventh until the exhaust note went flat with ten laps remaining; the exhaust manifold to the number one cylinder had broken completely, dropping him into the clutches of Cooney and Milledge. With a lap to go, they were virtually nose-to-tail, but Hornbeck somehow contrived to stay in sixth until the checker. Cooney remained seventh ahead of Milledge who had done a fine job of working through the early traffic.

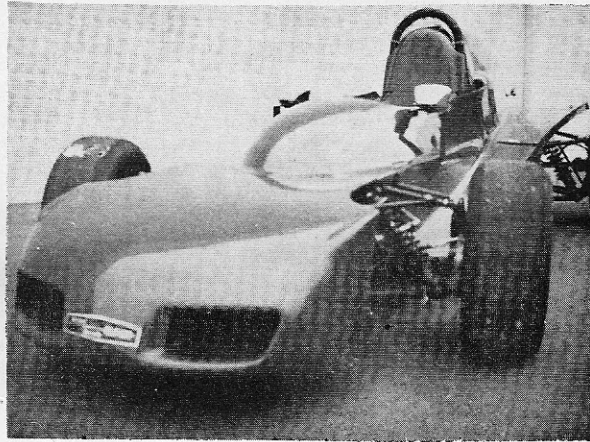
Blackmore recovered from his spin to pass Nicolosi on the 21st lap for ninth place ahead of the March. Retirements, spins, and other forms of ill luck kept the mid-field situation changing to the very end; the final order was Mooney, Fuller, Stewart, Cavaglieri, and Benton after the latter pair had spun on the last lap. Buxton, Hastings, Freutel, and Hedges completed the finishing order. Hawes attempted to restart but retired after a few laps as he was too far behind to be classified.



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(continued from page 6)

FFR: I take it then, you ski?

KASTNER: Yes. Skiing, in my own thinking would compare the best.

FFR: What other hobbies do you have, if any?

KASTNER: Chasing rabbits at night on a motorcycle. That and I love to water ski quite a bit.

FFR: How long have you been skiing?

KASTNER: A year and a half.

FFR: How do you feel about the people in racing—not just the drivers but all the other people involved?

KASTNER: I like the majority of the people.

FFR: What do you think about the political side of racing? Say Cal Club for instance?

KASTNER: I don't know really, I don't really want to get into that. The workers in S.C.C.A. are amazing. I don't see how they can come out everytime, just for a box lunch and be as dedicated as they are. I feel that the drivers and others could do a lot more to give these volunteers more credit for their enthusiasm and dedication. Without the workers, you can't have a race.

FFR: Any suggestions to help give these people their credits due?

KASTNER: Well, to have some kind of point system or raffle off something, so they could be rewarded for a good job out on the course.

FFR: Give them credit instead of a kick in the ass which usually happens. One last question. Are you going to win the A.R.R.C. this year?

KASTNER: Definitely!

(continued from page 12)

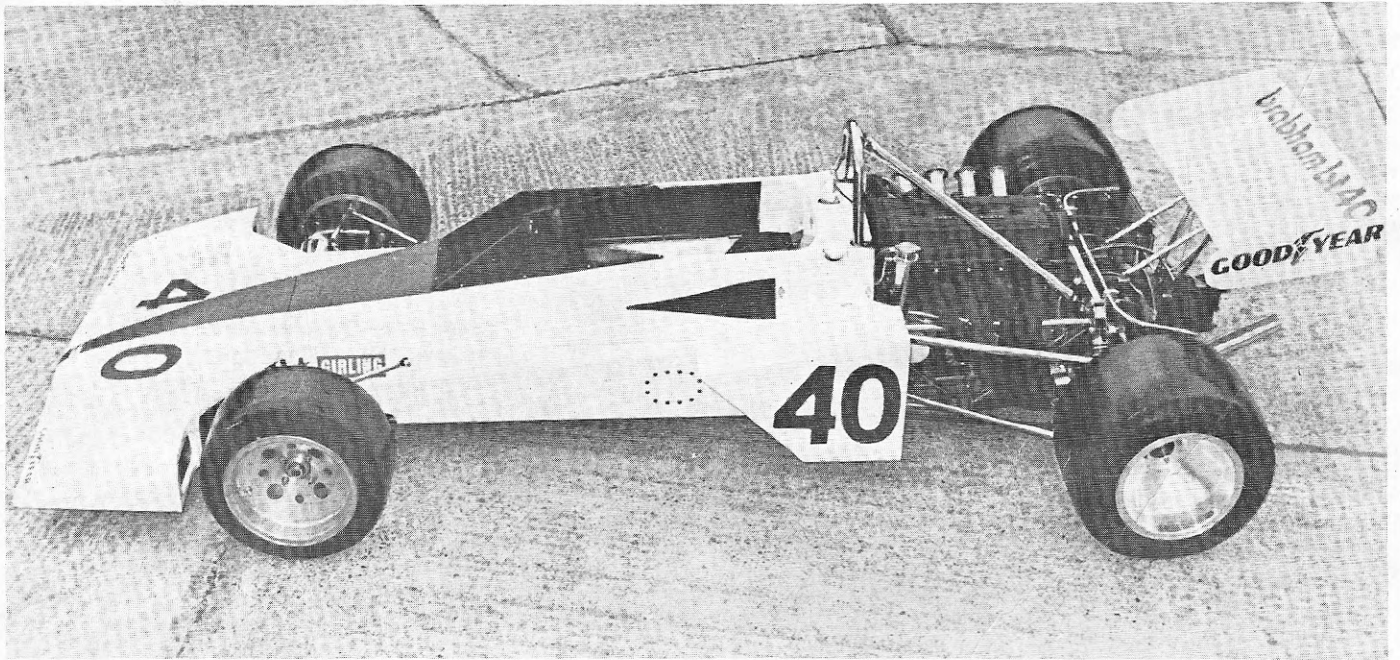
tually went to Hoffman over Heath and Hawes.

The race was marred by a three car accident on the third lap. Jack Long's Titan, Tony Wertbruch's Caldwell, and Tom Crowther's Winkelmann were sidelined with varying degrees of damage.

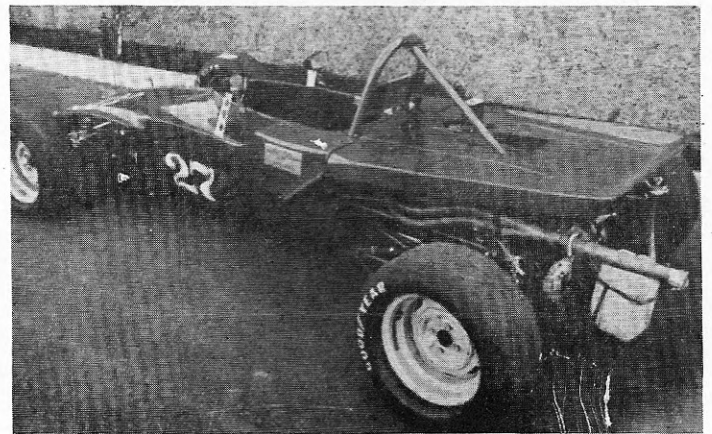
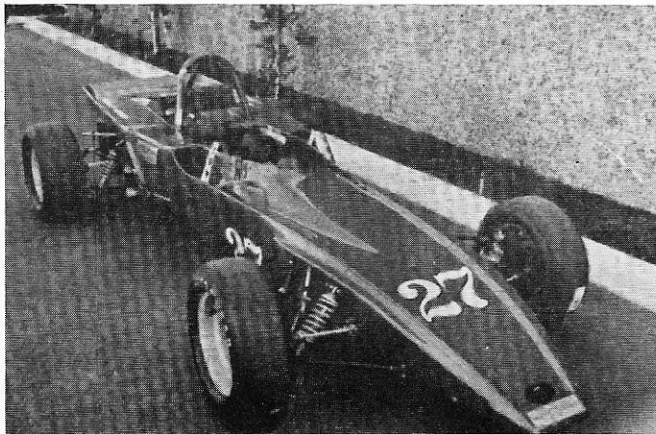
OLYMPIA SPRINT NATIONALS LAGUNA-SECA, JUNE 24, 1973

Top 20

1. Dennis Firestone (KKW Titan) 30m.24.72s. (96.13 mph)
2. Dick Ferguson (Ferguson Lola)
3. Marty Loft (Olympia Beer Titan)
4. Bob Blackwood (Winkelmann)
5. Johnny Kastner (JRRDS Merlyn)
6. Bob Earl (Martin Wells Elden)
7. Don Pepperdene (H&K Imports LeGrand)
8. Dan Marvin (Castagnino Titan)
9. Ed Hoffman (Hoffman Lotus)
10. Jim Heath (Gloy Racing Titan)
11. Jim Hawes (Falstaff Merlyn)
12. Jules Williams (A.D. Lola)
13. Glen Biren (B&K Special)
14. Barry Blackmore (Blackmore Lotus)
15. Sam Nicolosi (Wayne Mitchell March)
16. Mike Renn (Renn Merlyn)
17. Fred Wacaser (Grapestake Titan)
18. Ken Sharp (Ken's Wheel Service Lotus)
19. Tom Sauerbrei (Sauerbrei Titan)
20. Mark Matsler (Matsler Lotus)



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- Nickel Plated Suspension
- Aeroquip Brake Lines
- 889 lbs. with Water & Oil

All for \$4950 Complete Less Engine Bank Financing & Trades Accepted.

Swanson Motor Racing Incorporated

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