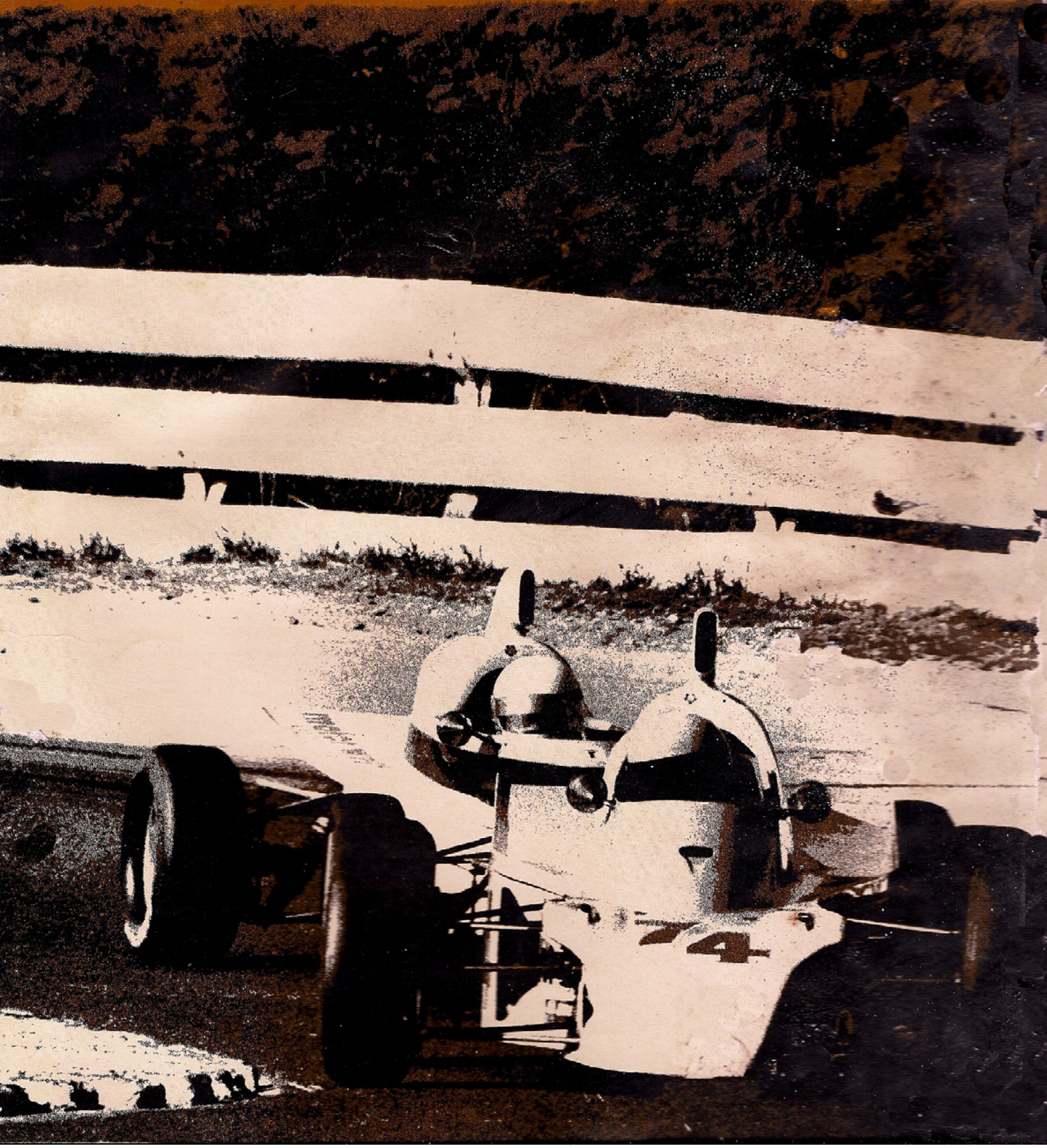


Vol. 2, No. 2

March 1975 One Dollar

# FORMULA





DON LARSEN PHOTO

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# FROM THE DRIVERS SEAT

by Hugh Mooney

What is wrong with racing in the United States? For one thing the young aspiring driver is getting the shaft, and he is getting it from the ones that should be supporting him. I am speaking of the lack of coverage that our only professional small bore formula car series receives, I am talking about the VW Gold Cup Series for Formula Super Vee cars. When the most widely read racing weekly totally omits F S/V from it's "Special Preview Section" for the 1975 season what are we to think? Formula Super Vee, which is totally sponsored and promoted by VW of America to the tune of hundreds of thousands of dollars is the only choice young drivers coming out of Formula Ford or Formula Vee have here in the U.S. By no stretch of the imagination does the problem end with Autoweek's lack of recognition of F S/V. That's only where it starts.

On the Sunday night after the Daytona Beach Super Vee race which was held on Saturday I was looking through my Los Angeles Times sports

section to see who had won the first round of the year. Nothing, no small article, no results, absolutely nothing! Naturally I was upset so I called the sports desk to inquire about the results. Yes, they had received something on the wire Saturday afternoon but didn't use it, "No one local won, not much interest in it anyway". I then called another local paper, the Santa Ana Register, Orange County's largest, they had nothing, didn't know anything and on top of that didn't really care. This attitude from not only our newspapers but - heaven forbid - publications from our own sport will most assuredly lead to our demise. It took a long distance phone call to the Daytona Beach newspaper to get results of this event. Time has long since come for a change, yes, I know you've heard it before, but, did you ever do anything? Most likely not, the majority just sit and wait for it to get better. Well, it isn't going to get better, only worse. If you don't write and call your local papers, TV

stations, radio stations and motor-sports publications requesting more and better coverage of Formula racing there may be none to worry about.

Why is it so much different in Europe and other countries? Why are there no less than seven sponsored professional series for Formula Ford in England? How come the newly formed class of FF2000 has a fully sponsored seventeen race series, in only its first year of existence? Why, why, why? Maybe it is because of the exposure generated through the various media. Maybe the general public has more of an interest, this could be true, but where did they acquire this interest? Is it a natural built in attitude? Most likely not, it started somewhere and my guess would be from exposure through the media which is the name of the game in any league. Until we get all the media covering motorsports like they do other sports we will remain the same. Do yourself and the sport a favor, write a few letters and make a couple of phone calls. It just might help.

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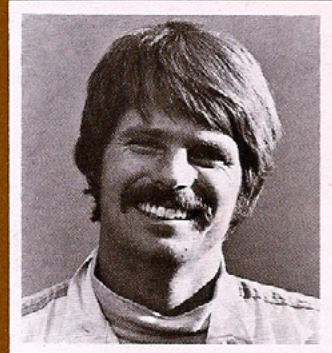
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**COVER PHOTO:** Rob Gloye catches Dick Shirey in his Flat-Out ProMotions ADF in practice for his 101+ mph win in the FF feature at Riverside. Dave Bruns (ADF designer) closely follows in the Motor West ADF.



# TECHNICALLY SPEAKING

with J. Peter Halsmer

## Basic Tools Of The Trade

As the name of this article implies, it is intended to help primarily the novice racer. In pointing out the basic tools used in setting up and maintaining a typical formula car, hopefully I can help minimize the expenses to only the necessary items - and also possibly point out a few things you may not have been aware of.

In general, the basic hand tools for regular street car maintenance are a starting point. A selection of screwdrivers, pliers, wrenches, sockets, etc., that are typically found in a \$50 to \$100 Sears set is a good beginning. Be sure they include open end wrenches in the 15/16" to 1 and 1/8" sizes (typical engine oil line B-nut sizes) for dry sump systems. On the small end, the wrenches should include a typical ignition wrench set for not only engine points changing; but for other small nuts and bolts like windscreen mounts, dash mounts, etc. as well.

Of course if you're looking at either FV or FSV, be ready to duplicate your socket, end wrench, and allen wrench collection in metric sizes! A metric 17mm. or 14mm. allen will be needed for the check and fill plugs on the Hewland trans.

As for sockets, the odd ball sizes you'll probably need will be 1 1/4" and 1-5/16" for the Hewland gear changes, and also a 13mm should be obtained for the outside case nuts. A 1-7/16" socket for the rear axle nuts on FV and FSV will be needed too. Also, if desired, sockets with either metric or American size allen extensions are readily available (very handy if lots of allen head bolts are used). Some other general tools are required. A tire pressure gauge (0-30, and readable in 2 lb. increments) is fine. A torque wrench, if for no other reason than doing the wheel nuts properly. The older less expensive torque arm,

direct-reading style is fine, just a little more awkward than the ratchet type.

A small volt-ohm meter is very handy for tracing all kinds of electrical problems and can be had for around \$10. It also saves time and fuses in those late night trailer light hook-ups! Another good piece of electrical equipment to have is the combination pliers that strips wire, cuts small bolts, and crimps electrical connectors on to the ends of wires (not all at once)! To end the general list are miscellaneous necessities like a tape measure, magnet, safety glasses, etc. If you think the glasses aren't necessary, wait until you spend three hours in a doctor's office on Saturday, walk around with an eye patch for a week, and pay \$50 for the privilege of all that!

Assuming you'll be doing some engine work - however minimal - until your inheritance comes in; some basic necessities are feeler gauges (0-.025" for valves and points), spark plug wire gauge and gapper, spark plug socket with rubber insert, compression gauge, and possibly a leak down tester. If you'll have the engine apart, you'll probably want a valve spring compressor, suction cup for lapping, carbon scraper, ring compressor; and ring expander (although it can be done by hand). Unless you'll be doing a lot of engine work, most measurement tools aren't worth it (like micrometers). It is very handy though to have at least a vernier caliper for coarse measurements of all kinds. A degree wheel, and dial indicator with magnetic base is needed for things like finding TDC and cam timing. The dial indicator is also useful in finding defects in other parts of the car (like bent stub axles etc.).

For engine and transmission removal and replacement a little forethought goes a long way. I've seen frame tubes dented and brake lines crimped, not to mention skin lost, due to hasty and ill conceived removals and replacements. An inexpensive cable-ratchet works

great when hung from a **strong** rafter (that doesn't mean a 1" by 4" board that is 15 ft. long with no bracing!). A dummy clutch shaft should be obtained if at all possible. Particularly double disc units are real fun without one! I've lived without them before, but it can sure be hard on the nerves at times.

For trans. work other than gear changing and general condition inspections (i.e. ring and pinion set-up); it is best left to the people with the tools and experience. A manual showing the gearbox components and assembly techniques should be obtained. As in the case of all Hewlands the manual should keep you out of trouble during assembly, and will also include gear charts for picking the proper ratios. It also has a handy section for recording the ratios you **won** with last time out (don't forget tire sizes do change).

On the chassis end of the game - most cars have adjustable shock spring lands. A spanner, especially for this use, should be purchased. Plumbing supply houses have a hinged spanner that can be used with only a little filing. A suspension spring remover (not the typical two screwdrivers and a 300 lb. friend), can be made rather easily with a little welding and an old car jack. A good jack of some sort and four jack stands are a necessity.

If you'll be doing your own suspension setting, you'll need a camber-caster gauge of some sort, a means of measuring toe, and possibly bump steer equipment. The bump steer equipment can be expensive so you may want to have it done by someone equipped for it, and then record all the pertinent data for later use.

With regards to the body - usually fiberglass - a repair kit or components can be obtained at the local boat store. Along with files and sanding utensils a round hacksaw blade can be extremely useful in cutting odd shapes. A pop rivet tool and 3/8" drill with an assortment of bits will come in handy for installing fasteners, small bracke-

try, and possibly letting your buddy have it in the ass.

Some other very useful items that you will find are included in the following list. Remember to use discretion in buying tools, but remember - the cost of good tools is negligible in comparison to the cost of some of the destruction caused by poor preventive maintenance! I would also appreciate hearing from you if you have any equipment that should be added to this list. ■

## Typical Tool Box

### Inside Top Lid:

check list before car goes out on track

### Top Left Drawer:

chisels, punches, allens (metric and American) vernier calipers, easy-outs, scribes.

### Top Middle Drawer:

screw drivers, screw holder/driver, long-short-90 degrees phillips types, gasket scraper.

### Top Right Drawer:

feeler gauges, tire pressure gauge, tape measure, pens and pencils, razor blade, valve core remover, spark plug wire gauge and gapper, safety glasses, misc.

### First Long Drawer:

large and small adjustable wrenches, metric and American open and box end wrenches, files, shock spanner, ignition wrench set.

### Second Long Drawer:

vice grips, pliers (large and small) channel locks, snap-ring pliers, mirror, magnet, pop riveter and small supply of common rivets, mechanical fingers, combination electrical strip-cutter-crimper pliers.

### Lower Deep Drawer:

hack saw and blades (round and flat) hammers (ball peen and plastic) drill bits, tweezers, tin snips, torque wrench, compression gauge, hewland allen wrench, clicos, density meter, extra jets, volt-ohm meter, plug reading magnifier and light, durometer, spark plug chart, engine information (torques, settings, etc.), bolt torque chart, trip check lists.

### Top Compartment:

flashlight, slide rule, epoxy, gasket sealer, silicone seal, spare clean spark plugs, large sockets for Hewland and VW, safety wire, teflon tape, hand cleaner, lock-tite, valve lapping compound, suction cup for valves, American and metric sockets, allen sockets, universal socket, convertors, ratchet, breaker bar, varied extensions, spark plug socket, speed handle.

### Other Boxes:

butane torch, 3/8" drill, cylinder hone, American and metric taps, valve spring compressor, timing light, ring compressor, pipe wrench, assorted pullers, ball joint removal tool, battery charger, chassis spring compressor, jack stands, string, camber-castor gauge, toe bar or gauge, pyrometer, dummy clutch shaft, engine hoist, leak down tester, degree wheel, dial indicator, drip or drain pans. There are many more assorted things like rags, solvents, resins, etc., but this should be helpful. Oh, yes, lots of racers tape, and whatever good luck equipment you prefer!

### Electrical Box:

assorted wire, crimp on assorted ends, solder, flux, solder gun, electrical tape.

# in coming months

**Sebring Robert Bosch VW Gold Cup**  
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### South African Grand Prix

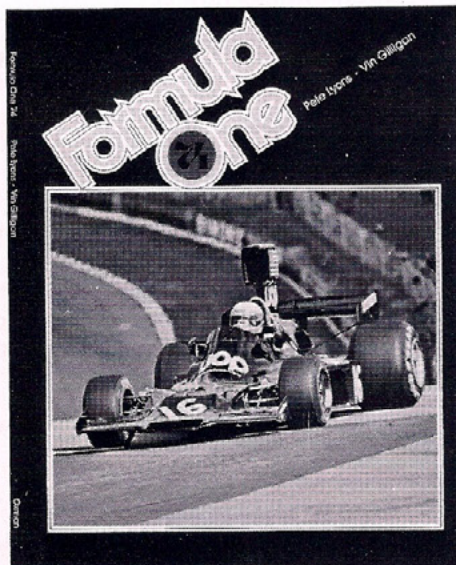
Third round of the drivers championship reported by Jeff Hutchinson. (Winner-Jody Scheckter)

### California 500

Gordon Kirby reports on USAC's first event for 1975 at the Ontario Motor Speedway.

### Chassis Care and Maintenance

Pete Halsmer discusses proper procedures for keeping your formula car chassis in top form.



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# G Forces

## (or Basic Physics Made Easy) By Tennyson Kwok

Tennyson Kwok, a UCLA graduate with a B.S. degree in engineering works as a mechanical design engineer for Western Gear Corp. Mr. Kwok's experience is quite varied; he served as a mechanical design engineer on aerospace ground support equipment, aircraft control systems and nuclear reactor servicing equipment. Tennyson started in racing at 16 competing in go karts and for the past two years has been running a Titan MK-6 in Cal Club Regional and National events. I am sure Mr. Kwok's article on G Forces will be of great interest to many of our readers.

Next month J. Peter Halsmer will more thoroughly explain the equations used for us less informed individuals.

Most sports car enthusiasts know that street driven cars can develop cornering forces of .7 to .9 "G's". You may also know that most road racing cars can develop lateral forces between 1 and 1.5 G's, which was once considered impossible by physicists. In physics, one G is the acceleration of gravity at sea level, or about 32.2 ft/sec<sup>2</sup>. In more practical terms, it is the force which gravity exerts on any object; that is, its own weight.

In all physics books, the lateral force required to slide an object along the ground is equal to the coefficient of friction times the vertical force or weight of the object ( $F = fN$ , where  $f$  = coefficient of friction,  $N$  = normal or vertical force). Since the coefficient of friction for normal material, like standard rubber on concrete, is given in textbooks as less than one, it stood to reason that no automobile on flat ground would be able to exceed one G in cornering force. But rubber, especially the type which are formulated for racing tires, conforms to the road surface and creates an adhesion which raises the apparent coefficient of friction well above one. Of course, with the advent of aerodynamic downforce creating devices, like wings, the normal force pressing the tires into the pavement is also increased, to further increase cornering capabilities. At present, race cars without aerodynamic devices corner at rates up to 1.3 G's and the Can-Am Porsche 917/30 has

exceeded 1.56 G's at Porsche's skid pads.

However, it is rather difficult to comprehend cornering forces in terms of speed without some calculations. First of all, the equation used for the calculation of lateral acceleration for a constant radius turn is:

$$a = \frac{V^2}{R}$$

a = acceleration (in ft/sec<sup>2</sup>)  
V = velocity (in ft/sec)  
R = radius of turn (in ft)

After calculation of lateral acceleration, the cornering force expressed in "G's" is found by dividing by the acceleration of gravity, 32.2 ft/sec<sup>2</sup>, into the acceleration rate, or by the equation:

$$G \text{ Force} = \frac{a}{32.2} \text{ and } 1G = 32.2 \text{ ft/sec}^2$$

In order to convert to miles per hour from feet per second, the conversion factor is:

$$1 \text{ MPH} = 1.466 \text{ ft/sec}$$

To calculate velocity (or speed) assuming a certain cornering capability, expressed in G's, we use the equations:

where  $G$  = No. of G's  
 $R$  = Radius of Turn  
 $S$  = Speed in MPH

$$V^2 = a R = 32.2 (G) (R)$$

$$V = \sqrt{32.2 (G) (R)}$$

$$S = \frac{\sqrt{32.2 (G) (R)}}{1.466} = \sqrt{14.98 (G) (R)}$$

Now for some examples to contemplate:

We shall use a turn with a radius of 200 ft. for our examples, which is typical of some freeway on-ramps.

Below are examples of average cornering speed for typical cars:

Example	Average Speed in a Cornering Capability	200 Ft. Radius Turn
American Sedan	.65G	44.13 MPH
(Prod) Sports Car (Street)	.80G	48.96 MPH
(Prod) Sports Car (Road Race)	1.15G	58.70 MPH
Formula Car (w/o Wings)	1.30G	62.41 MPH
Porsche 917/30	1.56G	68.37 MPH

Above about 70 - 80 MPH, cornering forces can be expected to be degraded because of aerodynamic forces tending to decrease the normal forces. Obviously, these forces vary with body shape, whether negative lift devices are used, etc. But it is evident that the cornering capability of even the lowliest race prepared cars with racing tires have cornering speeds of about 20%



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higher than the average non-racing car. Please note, however, that although the Porsche has almost twice the cornering capability of the production sports (street) car, the actual cornering speed is only about 1.4 times (+40%) greater, since the cornering velocity is related to the square root of lateral acceleration in G's ( $1.414 = \sqrt{2}$ ).

Before ending this article, let me propose an experiment to allow you to relate to racing car speeds for your street driven car. (Please note: The following may be dangerous to your health or pocketbook!) Pick a relatively flat, constant radius turn such as a freeway overpass or ramp. Drive through it at your highest possible speed and note the maximum constant speed you can achieve. Use good judgment to assume the cornering capability of your car (.8 G's would be about the maximum). Select a corner-

ing capability of the race car you would like to compare. The formula for the racer's speed through the identical turn would be:

$$S_r = S_s \sqrt{\frac{N_r}{N_s}}$$

or:

$$S_r = 1.4 S_s$$

where  $S_r$  = Speed of Racer (MPH)  
 $S_s$  = Speed of Street Car (MPH)  
 $N_r$  = Cornering Capability of Racer in G's  
 $N_s$  = Cornering Capability of Street Car in G's

if you use  $N_r = 1.56$

$$N_s = .8$$

This experiment will probably boggle your mind!

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# CALENDAR

## Canadian Formula Atlantic Championship

May 25	Westwood
June 1	Edmonton
June 22	Gimli
July 6	Quebec
Aug 17	Halifax
Aug 30	Trios Rivieres

## SCCA/USAC Formula 5000

May 4	Long Pond, Penn
June 1	Lexington, Ohio
June 15	Mosport, Canada
July 13	Watkins Glen, N.Y.
July 27	Elkhart Lake, Wisc.
Aug 11	Gainsville, Ga.
Aug 31	Ontario, Ca.
Sept 14	*Edmonton, Canada
Sept 28	Long Beach, Ca.
Oct 12	Laguna Seca, Ca.
Oct 26	Riverside, Ca.

\*Tentative

## SCCA/IMSA Gold Cup for Super Vee

Feb 1	Daytona Beach, Florida
Mar 22	Sebring, Florida
Apr 20	Gainsville, Ga.
May 4	Laguna Seca, Ca.
May 10	Riverside, Ca.
May 26	Lime Rock, Conn.
July 13	Watkins Glen, N.Y.
Aug 24	Elkhart Lake, Wisc.
Sept 20	Mosport, Canada
Oct 5	Watkins Glen, N.Y.
Oct 19	Mexico City, Mexico
Nov 30	Daytona Beach, Florida

## World Championship for Drivers Formula One

Jan 12	Argentina Grand Prix, Buenos Aires
Jan 26	Brazilian Grand Prix, Interlagos
Mar 1	South African Grand Prix, Kyalami
Apr 27	Spanish Grand Prix, Montjuich
May 11	Monaco Grand Prix, Monte Carlo
May 25	Belgian Grand Prix, Zolder
June 8	Swedish Grand Prix, Anderstorp
June 22	Dutch Grand Prix, Zandvoort
July 6	French Grand Prix, Clermont Ferrand
July 19	British Grand Prix, Silverstone
Aug 3	German Grand Prix, Nurburgring
Aug 17	Austrian Grand Prix, Osterreichring
Sept 7	Italian Grand Prix, Monza
Sept 21	Canadian Grand Prix, Mosport
Oct 5	U.S. Grand Prix, Watkins Glen

## European Championship for Drivers Formula Two

March 31	Thruxton, England
April 13	Hockenheim, Germany
April 27	Nurburgring, Germany
May 11	Jarama, Spain
May 18	Pau, France
June 8	Hockenheim, Germany
June 15	Salyburgring, Austria
June 29	Rouen, France
July 13	Mugello, Italy
July 27	Enna, Sicily
Aug 31	Silverstone, England
Sept 14	Zolder, Belgium
Sept 28	Nogaro, France
Oct 12	Valllunga, Italy

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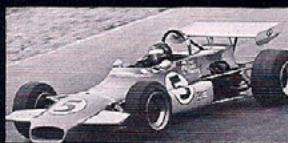


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## Shell Sport European Formula 5000 Championship

Mar 16/17	Brands Hatch, England
Mar 28	Oulton Park, England
Mar 31	Brands Hatch, England
Apr 12/13	Silverstone, England
Apr 27	Zolder, Belgium
May 19	Zandvoort, Holland
May 26	Thruxton, England
June 15	Jyllandsring, Denmark
June 22	Casale, Italy
June 29	Monza, Italy
July 27	Snetterton, England
Aug 10	Mallory Park, England
Aug 17	Brands Hatch, England
Sept 7	*Europe
Oct 5	Snetterton, England
Oct 12	Mallory Park, England
Oct 19	Brands Hatch, England

\* To be announced

## Southern Pacific Division Calendar

### National Races

Mar 22/23	Holtville Airport Int. Raceway, Holtville
April 12/13	Willow Int. Raceway, Willow Springs
April 26/27	Fastrack, Phoenix
May 24 - 26	Riverside Int. Raceway, Riverside
July 4 - 6	Ontario Motor Speedway, Ontario
Sept 13/14	Fastrack, Phoenix

### Regional Races

Mar 1/2	Drivers School/Regional Fastrack, Phoenix
March 29/30	Riverside Int. Raceway, Riverside
April 5/6	Restricted, Fastrack, Phoenix
April 26/27	Fastrack, Phoenix
May 24 - 26	Riverside Int. Raceway, Riverside
July 4 - 6	Ontario Motor Speedway, Ontario
July 12/13	Ontario Motor Speedway, Ontario
Aug 30/31	Restricted/FS000 Ontario Motor Speedway
Sept 13/14	Fastrack, Phoenix
Sept 20/21	Riverside Int. Raceway, Riverside
Oct 4/5	Willow Int. Raceway, Willow Springs
Nov 8/9	Riverside Int. Raceway, Riverside
Dec 6/7	Willow Int. Raceway, Willow Springs

## Northern Pacific Division

### National Races

April 5/6	Sears Point Int. Raceway
June 14/15	Portland Int. Raceway
*June 28/29	Laguna Seca
Aug 9/10	Sears Point Int. Raceway
Aug 23/24	Portland Int. Raceway

### Regional Races

March 15/16	Sears Point Int. Raceway
April 26/27	Sears Point Int. Raceway
April 26/27	Portland Int. Raceway
May 17/18	Portland Int. Raceway
May 31/June 1	Laguna Seca
June 14/15	Portland Int. Raceway
July 19/20	Sears Point Int. Raceway
Aug 23/24	Portland Int. Raceway
Sept 13/14	Sears Point Int. Raceway
Oct 11/12	Laguna Seca
Oct 25/26	(Enduro) Sears Point Int. Raceway

\*Tentative



# matters of the moment...

● **Bobby Unser** has been unable to better James Hunt's lap times at Riverside in testing the new F5000 Eagle. They have tried about every variation of the rising rate suspension without success.

● **Elliott Forbes-Robinson** will be tightening his Players Challenge Series budget as he has lost one of his sponsors, Grey Egerton.

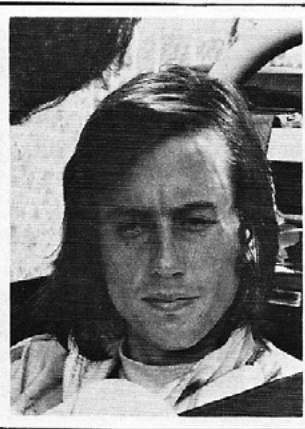
● **Hans Stuck** may be seen in the F5000 series here in the States this year. The engine and chassis combination to be used is not known.

STEVEN MAYER PHOTO



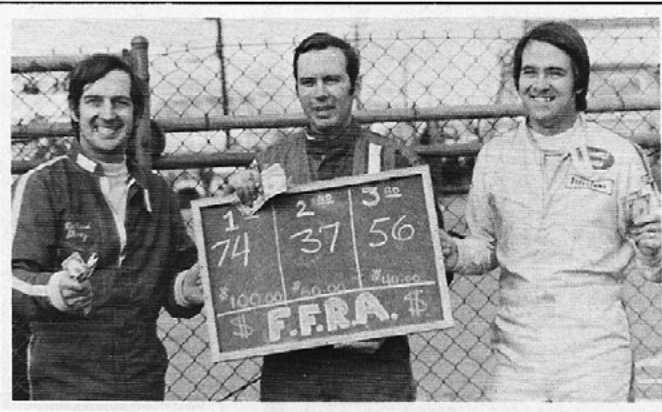
● It appears that **Sam Posey** will not be competing in the F5000 series this year in a Talon or any other chassis.

PAUL PEANNER PHOTO



● **Marty Loft** apparently will remain in Formula Ford for 1975 with a new Crossle 30F supplied by Crossle Cars Pacific. Dennis Firestone will also campaign a Crossle 30F in Southern Pacific Division Nationals.

RPM PHOTO



## Formula Ford Racing Association Money Winners *Dick Shirey,*

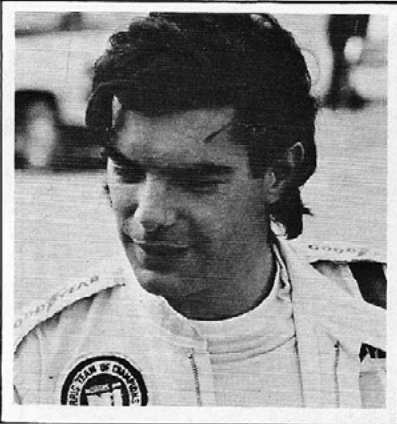
*Tom Wiechmann and Chuck Pittenger*

● **Riverside International Raceway**, Riverside, Calif., saw the first SCCA National event for 1975 and the FF race was a record breaker. Drawing one of the toughest, most competitive FF fields we've seen in a long time including the CSPRRC, the weekend was sparked by the fact that the FFRA had \$200 up for grabs for their three highest placed members.

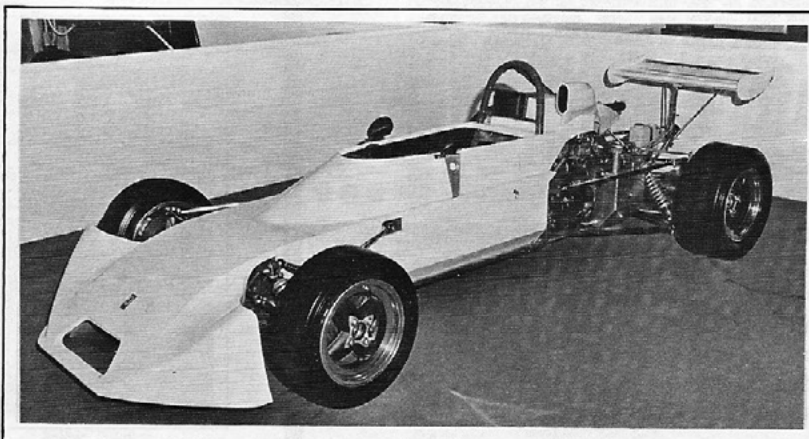
Dick Shirey in his Flatout Pro-motions ADF scored a fiercely fought 101.402 mph win over the closely followed Elmers Pancake/U-Store Garage ADF of Tom Wiechmann and the Shankle/Klaus Holthaus LeGrand MK 13 of Chuck Pittenger. Seven of the top ten finishers were FFRA members.

● **Automotive Development** has been appointed the new dealer for Merlyn cars on the west coast. Paul White also announced they have arranged bank financing and will accept trades. The cars will be supplied with AD uprated engines. Speaking of engines, AD is claiming a 2% horsepower increase from last year with their uprated engines through revised tuning and cam timing. No exact horsepower figures were quoted. They also have no current production plans for their ADF Formula Ford.

● **Jorgensen Steel** will back Bobby Unser's All American Racers Eagle, Team McLaren will have Gatorade support for Rutherford while the Patrick Racing Team, with Johncock and Dallenback, will be sponsored by Sinmast of America, a Michigan based concrete firm. These cars will be named the "Sinmast Wildcats". Others to obtain major support are Lindsey Hopkins' entry for Roger McCluskey, "Silver Floss Foods". Roger Penske has obtained Sun Oil Company support for Bobby Allison and the Norton Company will return to sponsor Tom Sneva.

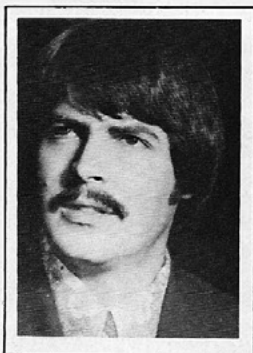


● **Jon Woodner** will be driving a new Lola T400 in the F5000 series this year. Carrol Smith will be chief mechanic. Financial backing is from Ted Field of Interscope Corp. The car is being prepared at Interscope Racing's shop in Costa Mesa, Ca.



● **International Racing Stables** will soon be introducing a Formula B, for the serious SCCA club racer, based on the FF2000 model pictured here. The 1975 Dulon Formula B will feature a space frame with stressed panels for additional stiffness, and it will take either the twin-cam or BDA engine coupled to an FT200 gear box.

● **Gary Witzenburg**, Royal Oak, Mich., was cited by the SCCA for the best "racing story" contribution to SPORTS CAR magazine, the SCCA's monthly publication. Gary will be a contributor to FORMULA this year covering selected national events. In addition Gary will be campaigning a FF in the Bulova Series in Canada and SCCA events in the States.



● **Bruce Nesbitt**, of The American Revolution, Inc., sole North American importer of Revolution Wheels, has announced that wheels are now in stock in widths up to 14" for immediate delivery. They can fit virtually any bolt-on formula car wheel from Fords through Atlantics.

● **Tom Reddy** will be in a Bill Scott Lola Formula Atlantic car along side Elliott Forbes-Robinson for the Players Challenge Series.

● **Joe Stimola**, Stimola Race Preparation, has announced that they are making extensive dyno comparison tests using some of the best English FF motors. The tests are being conducted in conjunction with Competition Research and they'll be publishing the results in the very near future.

In addition to the dyno testing they are doing a comparison test of the Lola T340 and T342 with Bruce MacInnes handling the cars. Bruce, you may remember, was the IMSA FF Champion a couple of years back.

● **Swanson Motor Racing** is the new Lola dealer for Southern California and adjoining states. They are offering an update kit to convert present Lola T340's to the new Lola T342 specs. A new rear panel enclosing the roll over bar will be available in 2 - 4 weeks. Ken Swanson also announced they have secured bank financing and will be able to take trade-ins.

### Final Point Standings Inland Oil - Castrol GTX Winter Series

#### Formula B

Frank Monise Jr.	68
Bobby Fisher	40
Jeffery Alkana	27

#### Formula C

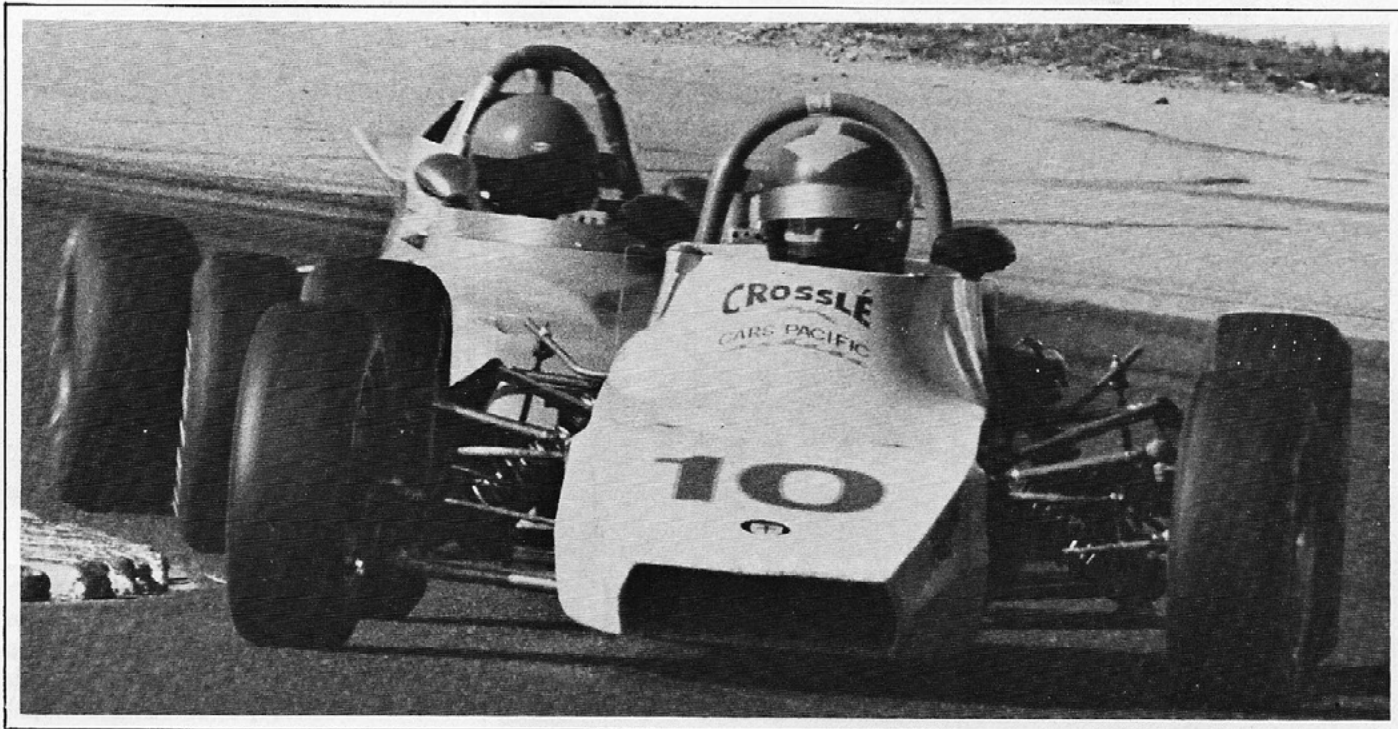
John Pennington	40
Andrew Baseley	15
Warren McCord	15

#### Formula Ford

Sam Nicolosi	73
Steve Madsen	65
Brad LoVette	55
Ted Fails	35
Jules Williams	32
Tim Cox	28

#### Formula Vee

Tim Kuykendall	100
Paul Guy	61
Dick George	60
John Adkisson	48
Lawrence Hall	28
Dave Gott	27



# CROSSLÉ 30F

by Ed Pitz

In this age of ever-increasing complexity in racing car design, the Crosslé has held steadfastly to the doctrine of simplicity. This no-nonsense approach has given Ireland's only racing car constructor an impressive list of successes.

Utilizing well-proven conventional principles rather than startling innovations, Crosslé has developed a reputation for building attractive and competitive machines that are easy to maintain. Moreover, when demanded by circumstance, the Crosslé has proven startlingly fast right out of the box.

The best instance that comes to mind is Bill Pugh's performance at the '73 ARRC. After one practice session in a brand new 25F, Pugh climbed from 16th to finish a very close third, setting the fastest lap of the race in the process.

Although Crosslés have raced in America since 1968, the firm has been in existence since 1960. John Crosslé had been a top motorcycle racer in the fifties, winning the Irish national grass track title three years running.

Logically, his horizons expanded from two wheels to four and in 1957 he built the first car to carry his name. The car was designed to run under the

Irish 1172cc regulations. Other drivers competing in the formula were soon taking interest and Crosslé eventually moved into a small and compact workshop in Rory's Wood near Belfast in order to take care of a growing list of customers.

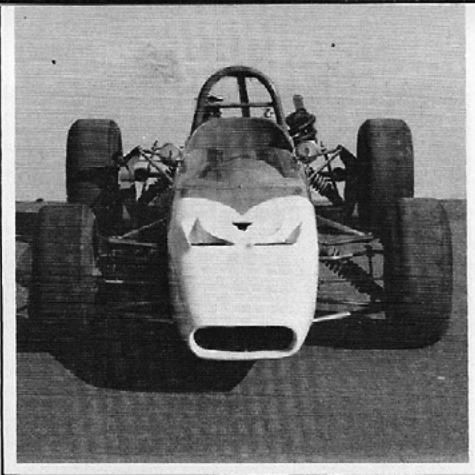
Crosslé soon proved that he could drive his cars as well as he could build them. In 1962, he drove one of his first rear-engined designs to win the Ford of Ireland championship which was the ultimate prize in Irish racing at that time.

By 1968, when Formula Ford was flexing its muscles, Crosslé was an established constructor of single seater and sports racing machinery, but he had met with only varying success. The ice was broken when Gerry Birrell drove the C16F to a string of wins and the European FF championship the following year. This was Crosslé's most successful car up to that time and FF grids in Ireland became, and still are, predominantly Crosslé.

In Irish formula libre circles, the Crosslé more than held its own against such makes as Brabham and Lotus, but the next great success came last year when Richard Morgan dominated British Formula Ford with the Crosslé 25F. On the U.S. scene, the car was

also quite successful. Dennis Firestone was a strong contender in a couple of outings and Marty Loft enjoyed considerable success. Marty's stunning victories at the Pepsi Pro meet at Westwood and the Portland Pro event earned him a sizable amount of prize money. At the Road Atlanta CSPRRC run-offs, last fall, Loft captured the pole and shattered the lap record before finishing third after experiencing a broken valve spring.

For 1975, Crosslé has introduced a development version of the successful 25F. Designated the 30F, it features an exceptionally rigid tubular chassis with special attention to driver protection; chassis length has been increased by two inches to 94½", but use of lightweight components reduces the overall weight to 890 pounds, or 10 pounds lighter than the 25F. Front suspension consists of unequal length wishbones mated to forged steel hub carriers and lightweight aluminum alloy hubs. The rear suspension retains the transverse upper link but the lower A-frames have been replaced by reversed wishbones with three rod ends to allow toe-in adjustment. Twin trailing radius rods lead to cast magnesium hub carriers and specially machined wheel spindles. Armstrong



(ABOVE) The 1969-70 model Crossle 16F Formula Ford. (LEFT) Dennis Firestone drove four different marques in 1974; Titan, Elden, ADF, and a Crossle. For the '75 season Firestone will drive the works Crossle 30F.

coil spring dampers absorb the bumps. The suspension, including front and rear anti-roll bars, is fully adjustable.

The brakes remain outboard at the front and inboard at the rear, but specially lightened Lockheed discs and calipers are used instead of the Girling units which were mounted on the 25F.

The high geared rack and pinion steering is mounted in a lightweight aluminum casing.

Designed for low drag, the revised body penetrates the air better than its predecessor but remains pleasantly uncomplicated in appearance. The radiator air duct in the top of the nose section has been removed and the overall design is remarkably free of irregularities that could affect the airflow.

The 30F rolling chassis, complete with Hewland MK 9 gearbox, is

competitively priced at \$5,950. The Willans 6-point safety harness and the Graviner fire support system (which the chassis is piped ready to accept) are optional.

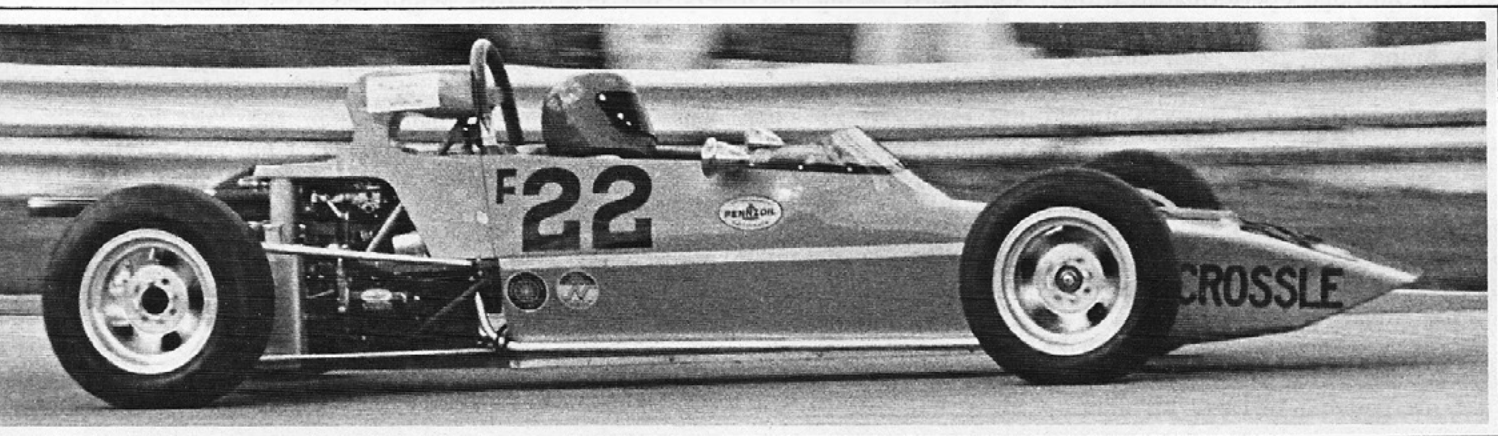
Using the 30F, Crossle is making its most serious effort in America to date. Under the guidance of west coast rep Ken Deeter, a works team has been formed around a Sampo-engined 30F to be driven by Dennis Firestone.

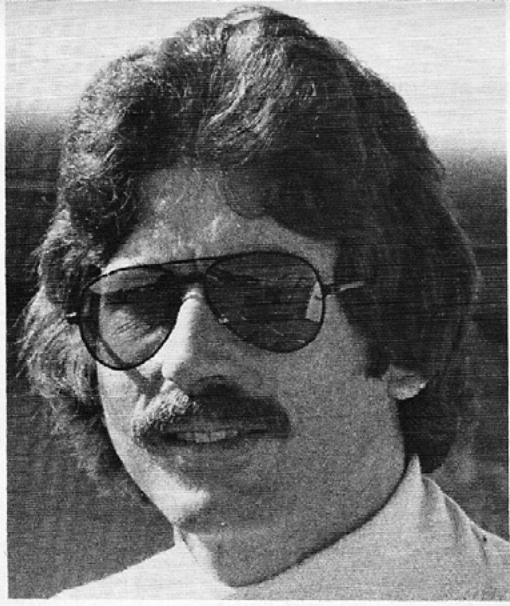
To anyone familiar with Formula Ford, Firestone needs no introduction. In four years of competition on the west coast, the 30-year-old trucking executive has acquired over 25 victories, two championships, and a reputation as one of the toughest and most competitive drivers in a tough and competitive class.

Spot Firestone in a winner's circle and you will also find his long time friend and chief mechanic Bob Sampo.



(LEFT) Ken Deeter's 1973 works entry for Barry Brown. This was the first 25F to win a race on the west coast. (BELOW) Dale Wilhite and his 25F pressing on to an excellent second place at the 1974 Elkhart Lake June Sprints.





RPM PHOTO

Crossle team drivers for '75: Dennis Firestone (ABOVE) and Marty Loft (RIGHT).

The son of a former AAA champ car mechanic, Sampo's meticulously prepared engines have been Firestone's source of power from the beginning. Recently, he began preparing customer engines with notable success; there is little doubt that he will achieve his position as one of the leading F/Ford engine builders in the country.

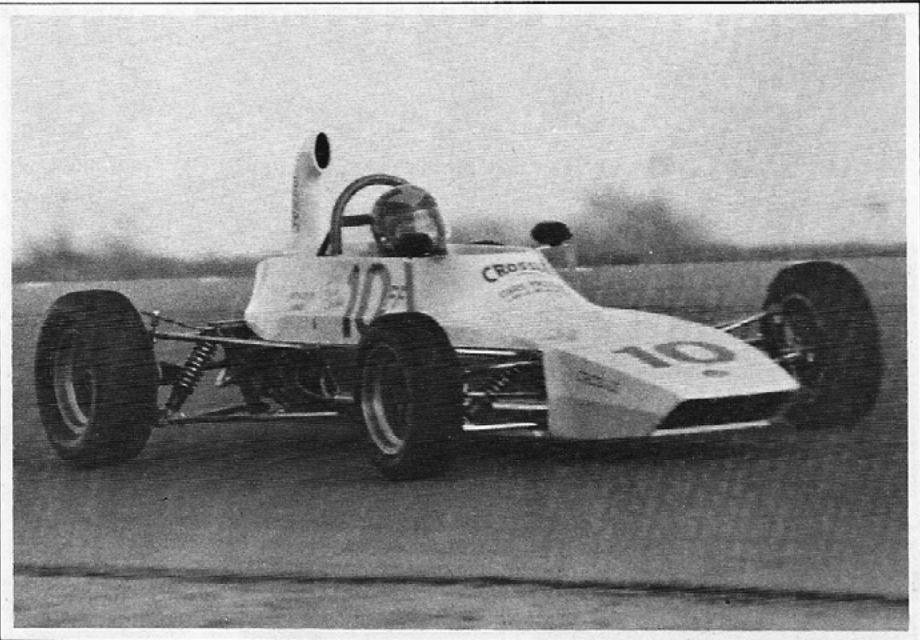
The Crossle's outstanding qualities proved a godsend in the team's debut at the Riverside National in February. The car was assembled barely in time for the meet; a test session at Willow Springs was scheduled for the Friday, but very high winds and inclement weather made the task of chassis tuning and sorting an impossible one.

Consequently, spirits were lifted when Firestone went out in the first practice session and reeled off 1m. 31.5s. which was only 1/10-second outside the existing lap record. The throttle stuck wide open in the afternoon and there was a corresponding loss of power by the end of the weekend; a post-race examination disclosed three bent valves.

Nevertheless, the Crossle qualified on the second row (*actually the front row if you include the timing error*) and ran in strong contention to finish one second behind in fourth place. The biggest problem during the race (apart from his opponents!) was the shift linkage which froze up and made gearshifting extremely difficult.

A taciturn individual by nature, Firestone showed much enthusiasm in his appraisal of the car's characteristics. He related: "*I've always considered the Crossle to be a good car, but I think they've outdone themselves this time. The car was very good right out*

STEVEN MAYER PHOTO



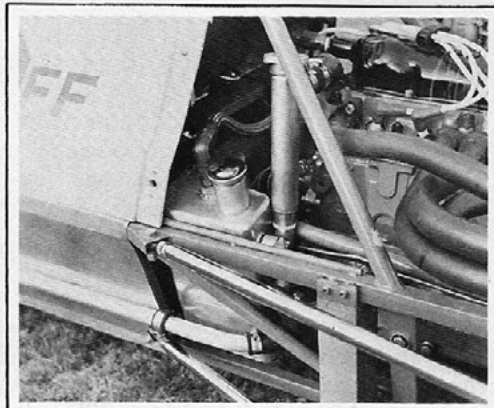
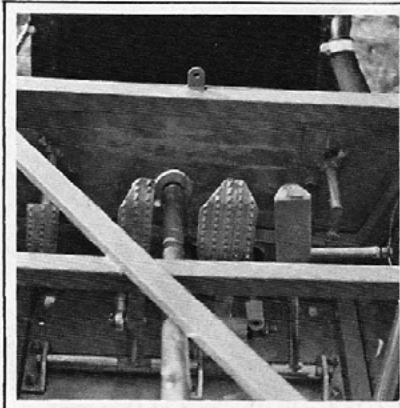
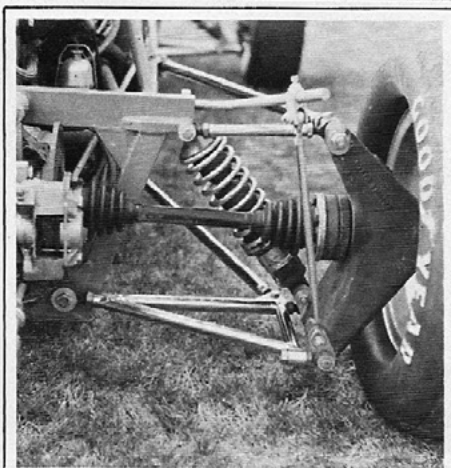
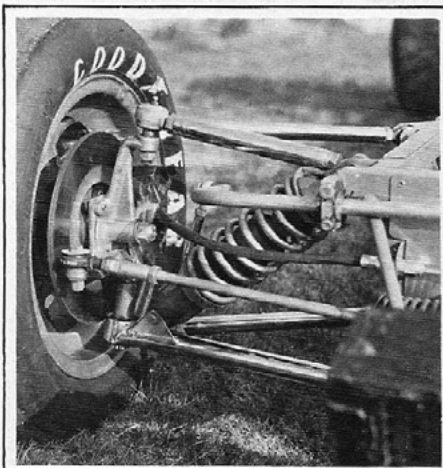
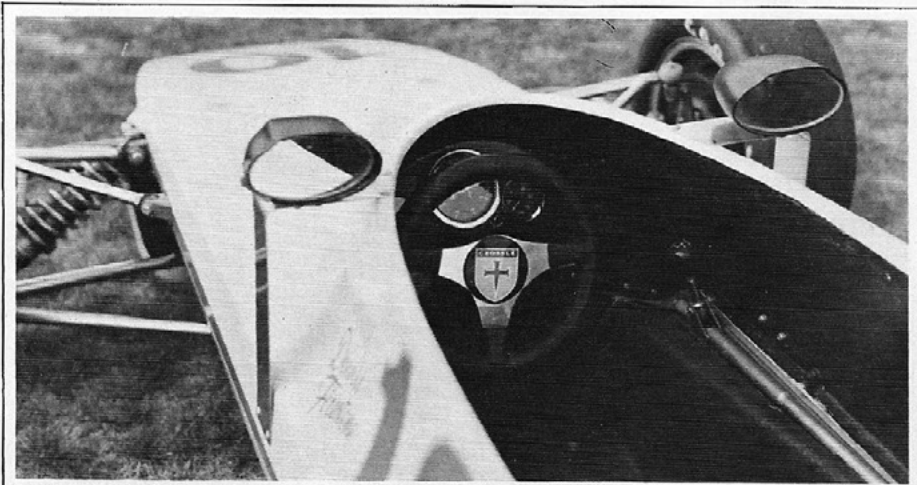
RPM PHOTO

*of the box. It's more responsive than the 25, yet it's very stable and inspires a high degree of driver confidence. It also gets the power down to the road very effectively."*

Although the season is still in its infancy, there are few people willing to bet against the Crossle team's prospects for success. Plans are also underway for Marty Loft to drive a 30F

Dennis takes the 30F on to the race track for the first time, at Willow Springs the Friday evening before the Riverside National.

in the Northern Pacific Division in the summer months. In any case, there is every reason to expect that Crossle will have reaped more than a fair share of the accolades by the end of this season.



## CROSSLÉ 30F FORMULA FORD

### CHASSIS

Tubular steel, bronze welded space frame, sand blasted and stove enamelled. Rivetted 16g hard aluminium floor panel imparting great plan stiffness. Exceptionally rigid chassis with special attention to driver protection. Adjustable pedal bracket and clutch foot rest. Sump may be removed with engine in position.

### SUSPENSION—FRONT

Unequal length tubular wishbones, forged steel hub carriers and lightweight aluminium alloy hubs mounted on taper roller bearings. Armstrong double acting coil spring dampers adjustable for damping rate and spring abutment.

### SUSPENSION—REAR

Reversed lower wishbone with 3 rod ends giving provision for toe-in adjustment. Transverse top link to cast magnesium hub carrier located by twin trailing radius links. Wheel spindles machined from special forgings ground over all critical surfaces and radii and running in sealed ball races. Armstrong double acting coil spring dampers adjustable for damping rate and spring abutment.

Front and rear anti-roll bars adjustable for effective strength settings. All suspension fully adjustable for camber, castor, toe-in and ride height using Amep rod ends with right and left hand threads for ease of adjustment. Safety washers provided on all single shear suspension to chassis joints. Tube based fabrications are chromium plated while other parts are zinc or cadmium plated.

### STEERING

High geared rack and pinion in lightweight aluminium casing. Adjustable column with leather covered alloy wheel. Adjustment for bump steer.

### BRAKES

Lightweight Lockheed calipers outboard at front, inboard at rear acting on specially lightened discs. Combined master cylinders and reservoirs. Front to rear balance bar ratio and pedal adjustment.

### WHEELS

5½J x 13 pressed steel front and rear.

### LUBRICATION

Light alloy oil tank and full flow filter mounted within engine bay. Oil cooler optional.

### COOLING

Front mounted crossflow water radiator with water tubes external to cockpit. Side ducting for radiator and cockpit cooling. Header tank specially located for minimum vibration.

### INSTRUMENTS

Tell-tale tachometer, combined oil pressure and temperature gauge, water temperature gauge.

### ELECTRICAL

12 volt negative earth. Lightweight Varley greentop battery ignition switch, starter button, solenoid, master switch, rear warning light and starter motor.

### TRANSMISSION

Hewland MK 9 transaxle gearbox with 9/31 crown wheel and pinion and interchangeable first gear. Alloy steel drive shafts with constant velocity joints.

### EXHAUST

High level, 4 into 1 system specially designed for optimum efficiency.

### BODYWORK

Lightweight resin-bonded, colour impregnated glass fibre mouldings in 3 top sections. Aluminium side panels. Rear view mirrors. Body designed for low drag coupled to minimum number of protrusions into the airstream. Streamlined airbox to carburetor.

### FUEL TANK

Foam filled safety fuel cell conforming to F.I.A. and S.C.C.A. regulations. Capacity: 6 imperial gallons, 7.2 U.S. gallons, 27.26 litres.

### EXTINGUISHER

Chassis piped ready to accept an optional Graviner system.

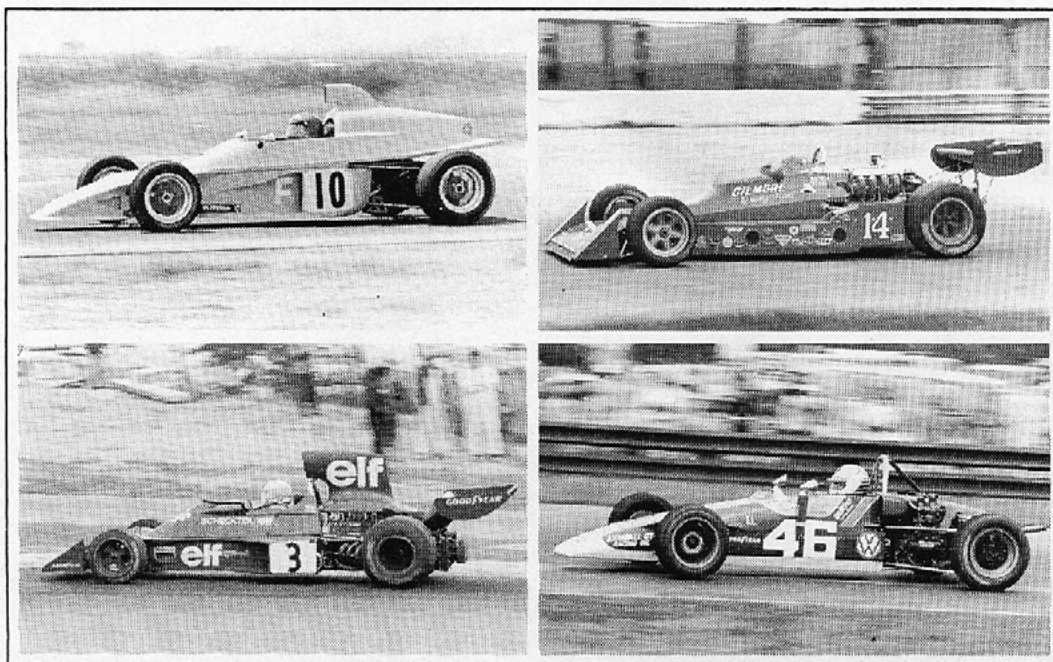
### SEAT BELTS

Provision for fitting optional Willans 6-point safety harness.

### DIMENSIONS

Maximum length excluding tail pipe	139"	353.06 cms
Maximum width	63"	160.02 cms
Height to top of roll bar	36"	91.44 cms
Wheel base	94½"	240.03 cms
Track—front	55¼"	140.34 cms
Track—rear	55-7/8"	141.92 cms
Weight	890 lbs	404 kgs

A rolling chassis includes complete water and oil systems, all bolts, set screws and washers required for engine installation, setting up data, Hewland handbook and ratio charts. Each chassis is fully set up before it leaves the factory, the brakes are balanced and, where applicable, bled.



## What do these four cars have in common?

Full coverage race reports in the new FORMULA, that's what!

Under the new format not only will Formula feature **race reports** with plenty of exciting action **photos** but up to date **technical** and how-to articles, Formula car **test reports**, in depth interviews of not just the **leading** Formula car drivers but up and coming young **amateur stars** as well, also all that's new in Formula racing, parts, accessories and services.

*No. 10 - Dennis Firestone's ADF Formula Ford (Hansen Photo) No. 14 - A. J. Foyt's Coyote Champ Car (Drago Photo) No. 3 - Jody Scheckter's Tyrrell Formula One (Lind Photo) No. 46 - Hurley Haywood's Tui BH3 (Crocker Photo)*

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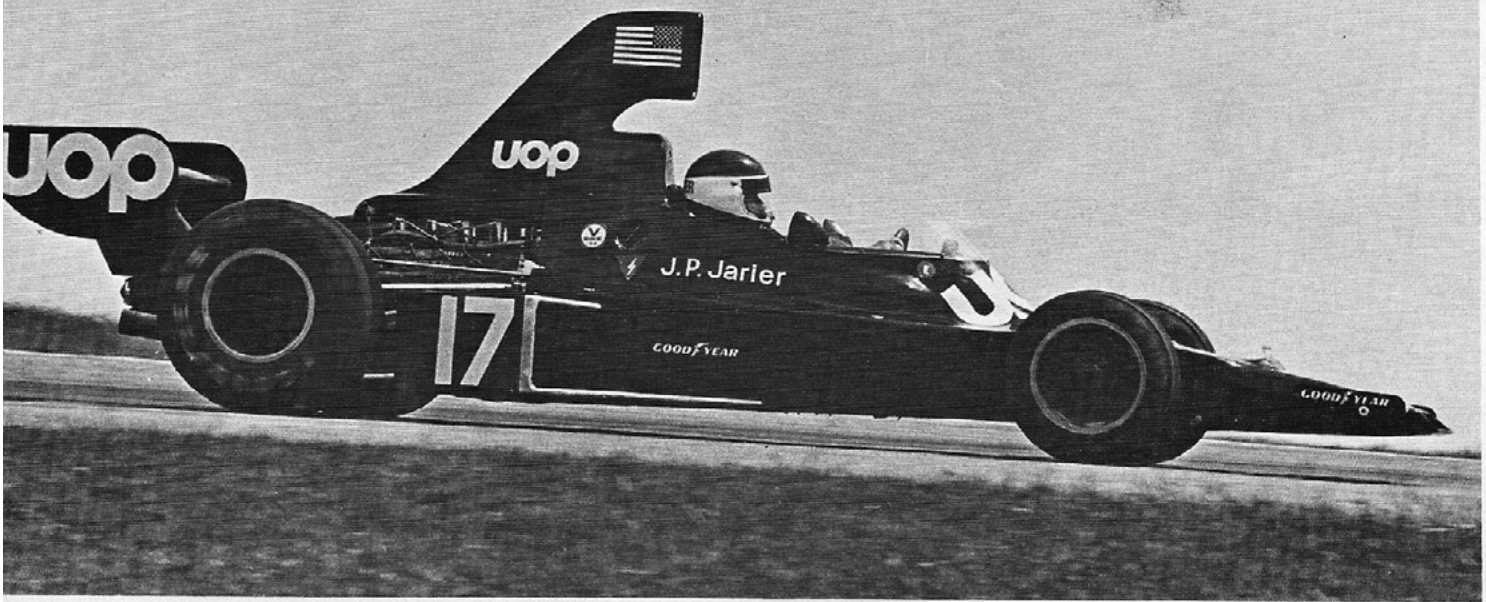


# First Wins To Brazil *but France casts the shadow*

by Jeff Hutchinson

January in South America. A nice time for a holiday - that is if you're not mixed up with Grand Prix racing, for the Grand Prix year kicks off in South America. Argentina and Brazil - four weeks of endless worry, work, sleepless nights, heat exhaustion and, more often than not, frustration. Twenty - three sleek Formula One racers, 23 drivers, 100 attendants, tons of spares, hundreds of tires and tools, all shipped 7,000 miles for a total of three hours racing and the chance of a few vital points towards the 1975 World Championship. It's big business, it's the toughest there is in motor sport —toughest of all for the losers.





Winning is what it's all about and after the first two races current World Champion Emerson Fittipaldi is out ahead with a win in Argentina and a second place in Brazil to put him a comfortable six points clear of his nearest rival, and his Texaco-Marlboro backed McLaren team is ahead in the Manufacturer's Championship. Brabham, Hesketh, Ferrari and Tyrrell were the only other teams to pick up points. It was the UOP-Shadow men who had everybody worried.

Frenchman Jean-Pierre Jarier, a mid-field runner with the Shadow DN3 in 1974, stopped them all dead three months later at the wheel of his new Shadow DN5, designed by ex-BRM man Tony Southgate. "Jumper" put the Shadow on pole position for the first race, but the bubble burst 10 minutes before the start when a faulty differential stripped on the warm-up lap. Two weeks later in San Paulo he firmly shut the mouths of all the "flash-in-the-pan" cynics when he qualified almost a full second ahead of the rest and went on to lead the race by a full 30 seconds before a siezed fuel metering unit stopped him once again, just eight laps from the checkered flag.

Carlos Pace went on to score Brazil's second win of the year and his own first ever GP victory, made all the more enjoyable by leading home

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[TOP] A quick combination, Jean-Pierre Jarier and the Shadow DN5A [MIDDLE] Fittipaldi's revised McLaren M23 [BOTTOM] Reutemann, Pace, Regazzoni, Lauda and Scheckter.

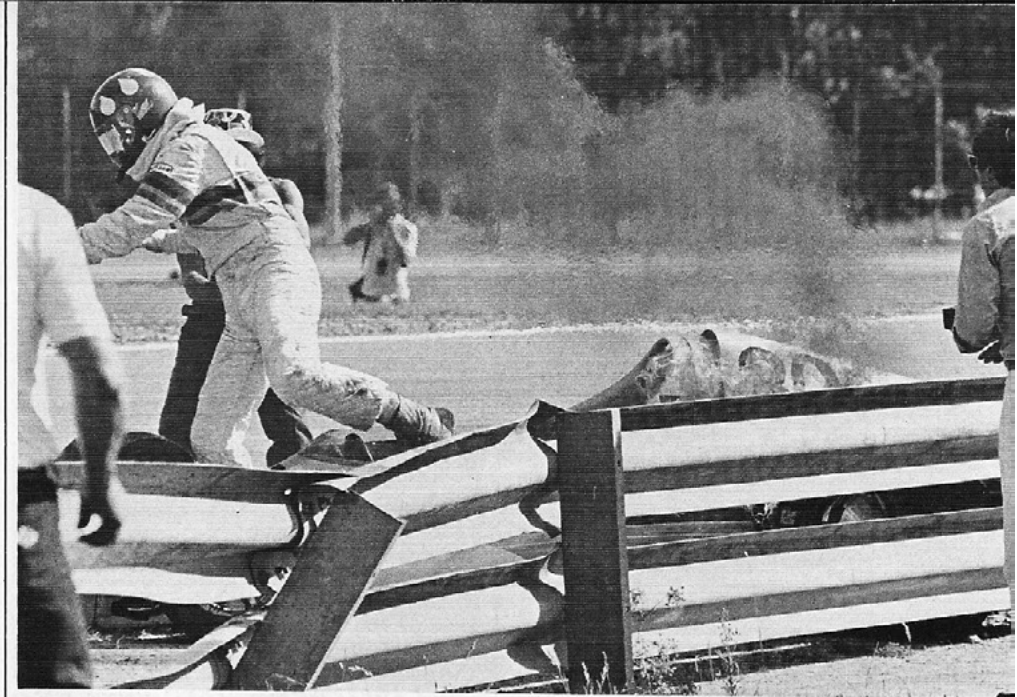
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countryman Fittipaldi in front of 200,000 yelling fellow Paulista fans whose long vigil under a blazing sun had been made all the more worth while.

After two races the pattern of 1975 has already begun to take shape, and if it is to change throughout the year it will be the designers who will ring the changes. Six chassis stood out above the rest, the Shadow followed by the other point scorers.

Last year it was Ferrari that had that slight edge over its adversaries and, thinking that the opposition would be little better than the previous year, the Ferrari team chose to stick with their familiar 312B chassis for the first races rather than try out the new 312T car with its transversely mounted gearbox. "We found the 'T' car quicker in testing, but we thought it wiser to stick with our original car so far from home, but it turned out to be a mistake," said Niki Lauda. "We just could not get the car to handle well," he added. Like most of the top runners, where the edge is really so fine, Ferrari were having problems adapting their cars to the two basic compound Goodyear tires being supplied this year, now that Goodyear have a tire monopoly since the withdrawal of Firestone. In the past teams could choose from six or seven different tire constructions to suit their exact requirements, but now it's more a simple case of hard or soft. Regazzoni managed to pick up a fourth in Argentina and Brazil while Lauda scored a sixth and fifth placing, handicapped in Argentina by a failing shock absorber as well as tire problems from which both cars suffered at both races. Ferrari's hopes lie with the new car which they have now decided to debut in South Africa instead of waiting for the first of the European races. Any power edge the flat 12 "boxer" may have had also seems to have dwindled over the winter, for the majority of Cosworth DFV users seem to have found a few more horses by tweaking here and there.

Brabham are in much the same position as Ferrari, although it has been somewhat improved by "tidying up the rough spots of last year's chassis," as designer Gordon Murray put it. The chassis is around 26 lbs lighter while the whole monocoque has been stiffened in the right places to prevent any flexing problems. With the latest type 44B chassis Carlos Reutemann and Carlos Pace can "hold their



own", but like the Ferrari men they are finding it hard to hold on to their tires. Reutemann led at the start of both Grands Prix, but was relegated to third in Argentina nursing sick tires and dropped out of the points in Brasil when he was forced to come in and change a tire. Pace blew an engine in the first race, while a different choice of rubber and some quick, intelligent driving earned him his long overdue first GP win.

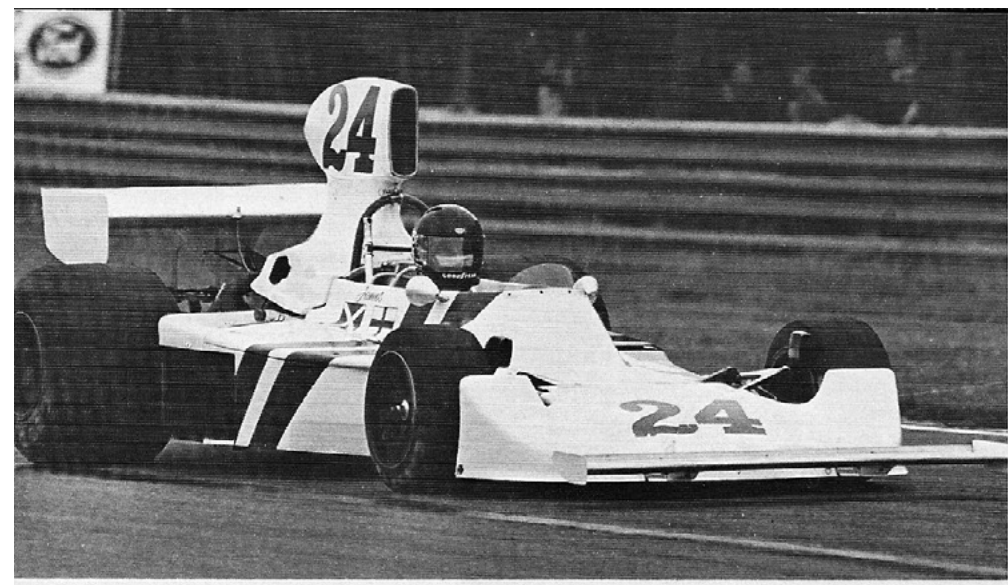
Emerson Fittipaldi might have been in the same position as Reutemann had he driven for glory rather than points. He got both in Argentina after

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[TOP] Wilson Fittipaldi leaps from his burning Copersucar [BOTTOM] Mark Donohue, Penske PC-2 - still sorting.

---

playing a cool and calculated waiting game in the wake of the leading battle, a game which paid off when those in front gradually fell by the wayside. In Brazil he found himself well back after a bad start, despite driving as hard as he knew how in practice to get himself on the front row of the grid. Even after the bad start he still kept his cool and droaned his way carefully back to sec-



question everybody was asking, but for which nobody could give a particular reason. "Ok, so the suspension at the front is all new, but nothing special. The car obviously gets the power down well and sticks to the road but then so does ours, or at least almost as well, certainly not as bad as one second a lap. It must be that the car is perfectly suited to the latest tires," was about the only answer other drivers and designers could think of, but perhaps the answer came from "Jumper" himself. "I told Tony that unless he designed me a car with less-castor so the steering was lighter he must find another driver, because last year I was always tired out at the end of a race and never really had any 'feel' for the car. Now she is just like my Formula Two March was and I can feel everything."

The biggest surprise of the year has been the relegation of Team Lotus to virtual "also rans" despite the services of potential World Champion Ronnie Peterson and the highly experienced Jacky Ickx. The tire situation, lack of any further development of the 72 chassis and an acute money problem at Lotus have all contributed to the downfall. Whether it is very temporary or permanent remains to be seen, but a reflection of the situation can be gathered by the fact that Peterson is eager to shift to a team with better prospects. In fact, when the talk was not about the new Shadow car it was about the proposed deal to swap Ronnie for Tom Pryce plus a rumored 100,000 dollars cash adjustment in Lotus's favor. For three weeks nobody spoke of anything else away from the track, but despite Ronnie even saying the deal had been made at one point. All official sources, of information — i.e. Don Nichols and Colin Chapman remained tight lipped. The crux of the matter was whether Chapman could afford to keep Ronnie and still build the winning car he had promised him by Spain, in any case Peterson is staying with Lotus.

In Argentina Ronnie blew an engine and was forced to use Ickx's Argentina engine in Brazil after his own spare went sick in practice. With only two engines per car for two races plus a host of other small problems Peterson did not feel very confident about his future with Lotus.

Bad handling at the first race was improved for the second event by a hurried revision to the rear uprights which raised the car's roll-center, but even so the car was still not among the front runners.

*James Hunt and the Hesketh came close in Argentina, finishing second after leading for a good part of the race. [LEFT] Unique rubber block suspension on the Hesketh.*

their virtually unaltered Tyrrell 007s having made no progression despite extensive testing over the winter. Depailler picked up a fifth place in Argentina after battling with acute handling troubles throughout, while in Brazil his race ended collecting chicken wire at over 160 mph when a wishbone broke! He had done the same thing in practice only at a slower speed. Since last year the major change to the Tyrrells has been to move the front brakes **outboard**. Tyrrell number one Jody Scheckter does not seem to have been much luckier, for after his Argentine mishap, Brazil ended with a leaking oil tank, but not before he had also been forced to stop with a blistering rear tire, his constant companion every time he tried to drive his Tyrrell to the limit and keep up with those ahead.

Once again the merry band of English gentlemen, racing under the name of their leader/patron Lord Alexander Hesketh, mean business with their Hesketh chassis, which this year features the revolutionary rubber block front suspension system in place of the usual coil spring type.

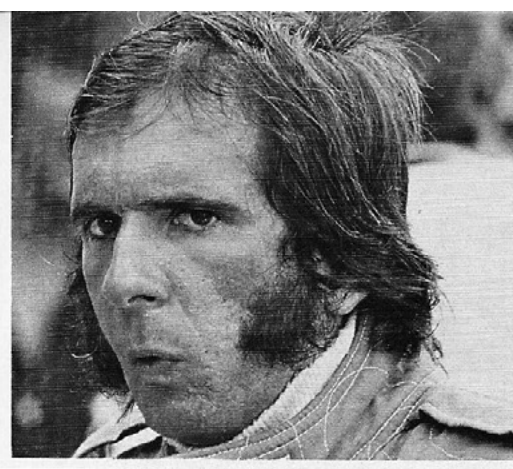
James Hunt scored a fine second in Argentina after succumbing to the pressures of Fittipaldi and spinning while in the lead. At the second race he made a bad start and doubled his problems by having made a wrong choice of tires. He struggled with "bloody awful handling" the whole race but managed to salvage one point and sixth place for his efforts.

So what makes the Shadow stand out above all the rest? That's the

ond place, only turning on the taps in the last few laps when there was a chance to catch Pace.

The McLaren improvements during the winter months could be easily measured by the difference in performance between Emerson's car, which had a revised front suspension set-up and nose shape, and his team-mate Jochen Mass who was running Denny Hulme's '74 car. Mass made a bad start to the season when he nudged Scheckter up the back on the first lap in Argentina, a mistake which cost both Scheckter and Mass a chance of a good place. In Brazil, Mass made-up for his mistake however, for he worked his way up from 12th to third place after a show of some real sideways driving that earned him the Jo Siffert award from the panel of IRPA journalists selected at each race to vote a winner.

Of the top teams, it is perhaps the Tyrrell equipe which is having to struggle the hardest to stay amongst the front runners. Jody Scheckter and Patrick Depailler were having to fight hard to keep their heads above water,



An instant replay of 1974? With a victory in Argentina and a second in Brazil "Emmo" once again leads the points chase.



Two cars which are only just off the mark are the Parnelli and Penske mounts for Andretti and Donohue. Andretti was going well in Argentina before all the grease melted out both rear CV joints which soon packed up, while in Brazil he ran a strong seventh-baulked by the "wide" Hesketh the whole race - despite only a few laps practice caused by two blown engines. The problem was that the oil scavenge pump could not manage the extra load of a third oil radiator. Andretti also chose to join the Goodyear runners "while we are in a position to ask and not to beg," wisely deciding that any benefits he might show now with his large stock of "stagnant" Firestone rubber might soon be outweighed by the constantly flowing stock of developing Goodyear race wear. Despite his new Goodyear rubber and lack of practice (it was his first time at Interlagos) Andretti was credited with the second fastest lap of the race.

Donohue matched the Parnelli performance with seventh at the first race and a retirement at the second, although in general he seems to be struggling a lot harder to get the Penske sorted out. In Argentina the handling looked a real handful and then things looked to be going well in Brazil at the beginning of practice. He was well up the field, but when they tried to adjust the car to go quicker, they ended up going slower! In the race the handling got worse and worse so Donohue finally called it a day, but then a closer look after it was all over showed the rear wing trim tab had managed to unadjust itself which probably accounted for all his nasty experiences.

(continued pg. 22)



#### ARGENTINE GRID

<b>BRABHAM BT44/B2</b> Ford V8 C. Pace 1min 49.64sec	<b>UOP SHADOW DNS/1A*</b> Ford V8 J-P Jarier 1min 49.21sec
<b>FERRARI 312B3/20</b> Ferrari flat-12 N. Lauda 1min 49.96sec	<b>BRABHAM BT44B/1</b> Ford V8 C. Reutemann 1min 49.80sec
<b>HESKETH 308/3</b> Ford V8 J. Hunt 1min 50.26sec	<b>McLAREN M23/9</b> Ford V8 E. Fittipaldi 1min 50.02sec
<b>TYRRELL 007/4</b> Ford V8 P. Depailler 1min 50.80sec	<b>FERRARI 312B3/14</b> Ferrari flat-12 C. Regazzoni 1min 50.71sec
<b>PARNELLI VP1/02</b> Ford V8 M. Andretti 1min 51.06sec	<b>TYRRELL 007/2</b> Ford V8 J. Scheckter 1min 50.82sec
<b>MARCH 741/2-4</b> Ford V8 V. Brambilla 1min 51.77sec	<b>JPS-LOTUS 72/8</b> Ford V8 R. Peterson 1min 51.44sec
<b>UOP SHADOW DN3/3A</b> Ford V8 T. Pryce 1min 51.92sec	<b>McLAREN M23/8</b> Ford V8 J. Mass 1min 51.82sec
<b>PENSKE PCI/02</b> Ford V8 M. Donohue 1min 52.36sec	<b>SURTEES TS14/04-4</b> Ford V8 J. Watson 1min 52.13sec
<b>JPS-LOTUS 72/5</b> Ford V8 J. Ickx 1min 52.90sec	<b>WILLIAMS FW/02</b> Ford V8 J. Laffite 1min 52.88sec
<b>WILLIAMS FW/03</b> Ford V8 A. Merzario 1min 53.43sec	<b>LOLA T370/HU3</b> Ford V8 R. Stommelen 1min 53.12sec
<b>STANLEY-BRM P201/04</b> BRM V12 M. Wilds 1min 54.48sec	<b>LOLA T370/HU2</b> Ford V8 G. Hill 1min 54.00sec
	<b>COPERSUCAR FD/01</b> Ford V8 W. Fittipaldi 2min 00.22sec

\*pole position

#### ARGENTINE PRACTICE

	1st Session	2nd Session	3rd Session
JARIER	1:49.21	1:50.22	1:49.82
PACE	1:49.64	1:50.51	1:51.04
REUTEMANN	1:49.93	1:50.42	1:49.80
LAUDA	1:50.84	1:50.81	1:49.96
FITTIPALDI	1:50.74	1:50.02	1:51.75
HUNT	1:50.86	1:51.14	1:50.26
REGAZZONI	1:51.36	1:51.36	1:50.71
DEPAILLER	1:50.80	1:51.01	1:51.01
SHECKTER	1:51.81	1:51.36	1:50.82
ANDRETTI	1:53.22	1:51.68	1:51.06
PETERSON	1:51.65	1:51.98	1:51.44
BRAMBILLA	1:51.77	1:52.94	1:51.96
MASS	1:52.49	1:53.01	1:51.82
PRYCE	1:52.39	1:52.61	1:51.92
WATSON	1:54.38	1:52.83	1:52.13
DONOHUE	1:54.70	1:53.96	1:52.36
LAFFITE	1:58.13	1:52.91	1:52.88
ICKX	1:53.23	1:53.15	1:52.90
STOMMELEN	1:55.66	1:53.12	1:53.85
MERZARIO	1:53.81	1:54.22	1:53.43
HILL	1:55.21	1:54.00	1:54.31
WILDS	1:56.04	1:55.53	1:54.48
W. FITTIPALDI	2:00.93	2:00.22	10:43.55*

\*Time was for two laps

#### ARGENTINE RESULTS

53 laps of 3.708-mile circuit: 196.548 miles

1. McLaren-Ford (E. Fittipaldi) 1hr 39min 26.29sec, 118.601mph
  2. Hesketh-Ford (J. Hunt) 1hr 39min 32.20sec
  3. Brabham-Ford (C. Reutemann) 1hr 39min 43.35sec
  4. Ferrari (C. Regazzoni) 1hr 40min 02.08sec
  5. Tyrrell-Ford (P. Depailler) 1hr 40min 20.54sec
  6. Ferrari (N. Lauda) 1hr 40min 45.94sec
  7. Penske (M. Donohue)
  8. JPS-Ford (J. Ickx)
  9. March-Ford (V. Brambilla)
  10. Lola-Ford (G. Hill)
  11. Tyrrell-Ford (J. Scheckter)
  12. UOP Shadow-Ford (T. Pryce)
  13. Lola-Ford (R. Stommelen)
  14. McLaren-Ford (J. Mass)
- Williams-Ford (A. Merario)  
Running at the finish but unclassified

#### FASTEST LAP:

J. Hunt (Hesketh-Ford 308), 1min 50.91sec, 120.378mph

#### RETIREMENTS:

UOP Shadow-Ford (J-P. Jarier), crown wheel, warm-up lap DNS; Surtees-Ford (J. Watson) fuel line, disqualified for outside assistance, lap 6; Copersucar-Ford (W. Fittipaldi), crash, lap 12; Williams-Ford (J. Laffite), stone holed radiator, lap 15; JPS Lotus-Ford (R. Peterson), brakes and transmission, lap 15; Stanley BRM (M. Wilds), scavenge pump, lap 24; Parnelli-Ford (M. Andretti), C.V. joint, lap 27; Brabham-Ford (C. Pace) engine, lap 46.

One of the biggest "improvers" of the season is the Team Surtees car which John Watson drove very well, putting it up to a mid-field placing instead of its customary 1974 back of the grid slot. Revised suspension all round has helped a lot besides Watson's talents, but he was short of luck in both races. A fuel line came off in the first while a certain good placing in Brazil was spoiled by a piece of glass which split a rear tire open.

Vittorio Brambilla was once again doing a much underestimated job in his Beta backed "shoe-string" March operation with his old '741 dusted off and cleaned up, but a sticking throttle followed by a blown engine at each race curtailed his performances. For South Africa he hopes to have a brand new car based on a strengthened March 752 chassis. Italian girl driver Lella Lombardi will become the first regular female GP contender taking over Brambilla's current car.

Both the Williams (ex Iso-Marlboro) and Embassy-Lola teams are awaiting new chassis due in Spain, and until then they look like forming the back end of the grid, along with the re-vamped and re-named Stanley-BRM which only needs 'Olly' to complete the comedy.

A total newcomer to this year's GP scene is the all-Brazilian built Copersucar driven by Wilson Fittipaldi. His exciting looking car with rear mounted radiator, fully enclosed rear end high cockpit sides was ultra-slow in Argentina and ended its days burning against the barrier after "something broke" at the rear end it piled in backwards without injury to *Wilson*. By the time Brasil came up two weeks later, a very different looking second car had been completed with conventional side radiators, rear oil coolers and just an air box at the back. It was considerably faster (not slowest) and finished the race.

The team certainly gets ten out of ten for effort and hopefully will get a bit of success to follow by the end of the year.

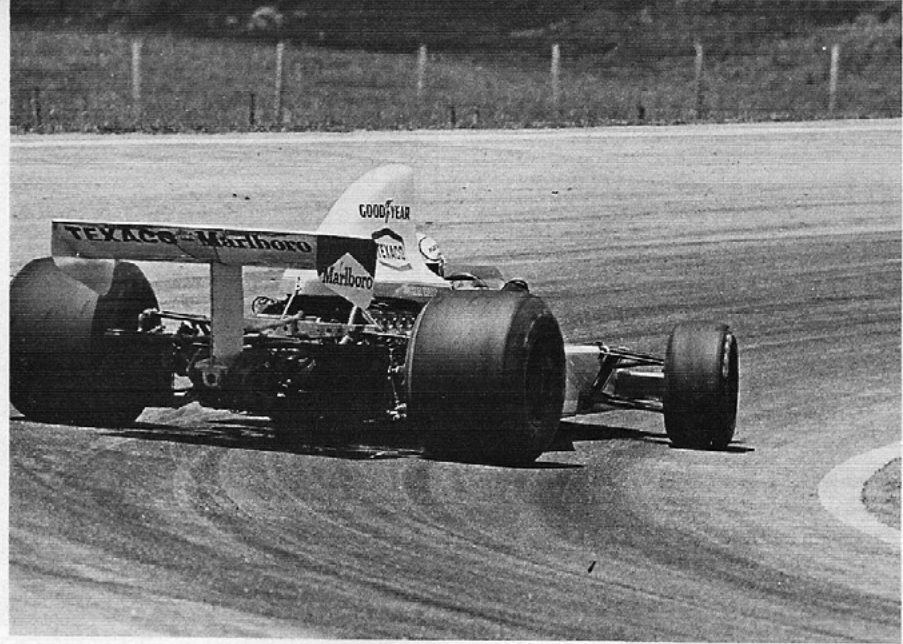
And so; on to Africa. . . . .

#### WORLD CHAMPIONSHIP (after 2 rounds)

E. Fittipaldi 15pts; C. Pace 9pts; J. Hunt 7pts; C. Regazzoni 6pts; J. Mass and C. Reutemann 4pts; N. Lauda 3pts; P. Depailler 2pts.

#### CONSTRUCTORS' WORLD CHAMPIONSHIP

McLaren-Ford 15pts; Brabham-Ford 13pts; Hesketh-Ford 7pts; Ferrari 6pts; Tyrrell-Ford 2pts.



Jochen Mass earned the Jo Siffert award for his fine 12th to 3rd showing in Brazil



### Brazilian Grand Prix

Interlagos - 4.95 mi.  
January 26, 1975

#### BRAZILIAN GRID

*UOP-SHADOW DNS/1A Ford V8 J-P. Jarier 2min 29.88sec	McLAREN M23/9 Ford V8 E. Fittipaldi 2min 30.68sec	BRABHAM BT44B/1 Ford V8 C. Reutemann 2min 31.00sec	FERRARI 312B3/20 Ferrari flat-12 N. Lauda 2min 31.12sec
FERRARI 312B3/14 Ferrari flat-12 C. Regazzoni 2min 31.22sec	BRABHAM BT44/B2 Ford V8 C. Pace 2min 31.58sec	HESKETH 308/3 Ford V8 J. Hunt 2min 31.70sec	TYRRELL 007/2 Ford V8 J. Scheckter 2min 31.74sec
TYRRELL 007/4 Ford V8 P. Depailler 2min 32.94sec	McLAREN M23/8 Ford V8 J. Mass 2min 33.06sec	WILLIAMS FW/03 Ford V8 A. Merzario 2min 33.16sec	JPS-LOTUS 72/5 Ford V8 J. Ickx 2min 33.20sec
SURTEES TS14/04-4 Ford V8 J. Watson 2min 33.23sec	UOP-SHADOW DN3/3A Ford V8 T. Pryce 2min 33.24sec	PENSKE PC1/02 Ford V8 M. Donohue 2min 33.33sec	JPS-LOTUS 72/8 Ford V8 R. Peterson 2min 33.90sec
MARCH 741/2-4 Ford V8 V. Brambilla 2min 34.45sec	PARNELLI VP1/02 Ford V8 M. Andretti 2min 34.56sec	WILLIAMS FW/02 Ford V8 J. Laffite 2min 34.76sec	LOLA T370/HU2 Ford V8 G. Hill 2min 35.49sec
COPERSUCAR FD/02 Ford V8 W. Fittipaldi 2min 36.47sec	STANLEY-BRM P201/04 BRM V12 M. Wilds 2min 37.15sec	LOLA-T370/HU3 Ford V8 R. Stommelen 2min 38.05sec	

\*pole position

#### BRAZILIAN PRACTICE

	1st Session	2nd Session	3rd Session	4th Session
JARIER	2.31.52	2.30.34	2.29.88	2.34.04
FITTIPALDI	2.32.40	2.31.01	2.32.28	2.30.68
REUTEMANN	2.32.17	2.31.00	2.31.81	2.32.81
LAUDA	2.32.97	2.31.12	2.31.40	2.32.34
REGAZZONI	2.33.98	2.32.29	2.31.22	2.31.82
PACE	2.32.25	2.31.59	2.31.58	2.32.85
HUNT	2.31.70	2.32.31	2.32.60	2.33.25
SHECKTER	2.34.81	2.32.47	2.33.49	2.31.74
HUNT*	2.32.59	—	—	—
DEPAILLER	2.36.69	2.34.42	2.32.94	2.33.04
MASS	2.35.35	2.34.09	2.33.68	2.33.06
MERZARIO	2.35.94	2.36.35	2.33.16	2.34.39
ICKX	2.35.50	2.33.20	2.35.58	2.35.51
WATSON	2.36.08	2.34.55	2.34.70	2.33.23
PRYCE	2.33.24	2.36.35	2.34.27	2.34.39
DONOHUE	2.35.54	2.33.33	2.33.88	2.34.01
PETERSON	2.37.81	3.09.93	2.34.25	2.33.90
BRAMBILLA	2.39.75	2.36.53	2.36.53	2.34.44
ANDRETTI	2.36.89	2.34.56	2.36.56	2.35.76
LAFFITE	2.38.75	2.35.99	2.34.76	2.35.22
HILL	2.38.45	2.35.49	2.36.80	2.38.53
W. FITTIPALDI	2.37.85	2.36.64	2.36.80	2.36.47
WILDS	2.39.25	—	2.37.15	2.37.96
STOMMELEN	3.04.67	2.42.86	2.51.85	2.38.05

N.B. Lauda's best time set in Ferrari 312B3/12 training car;  
\*Time set in Hesketh 308/01 "T" car;  
Brabham BT44B-3 "T" car not used.

#### BRAZILIAN RESULTS

40 laps of 4.95-mile circuit: 198.00 miles

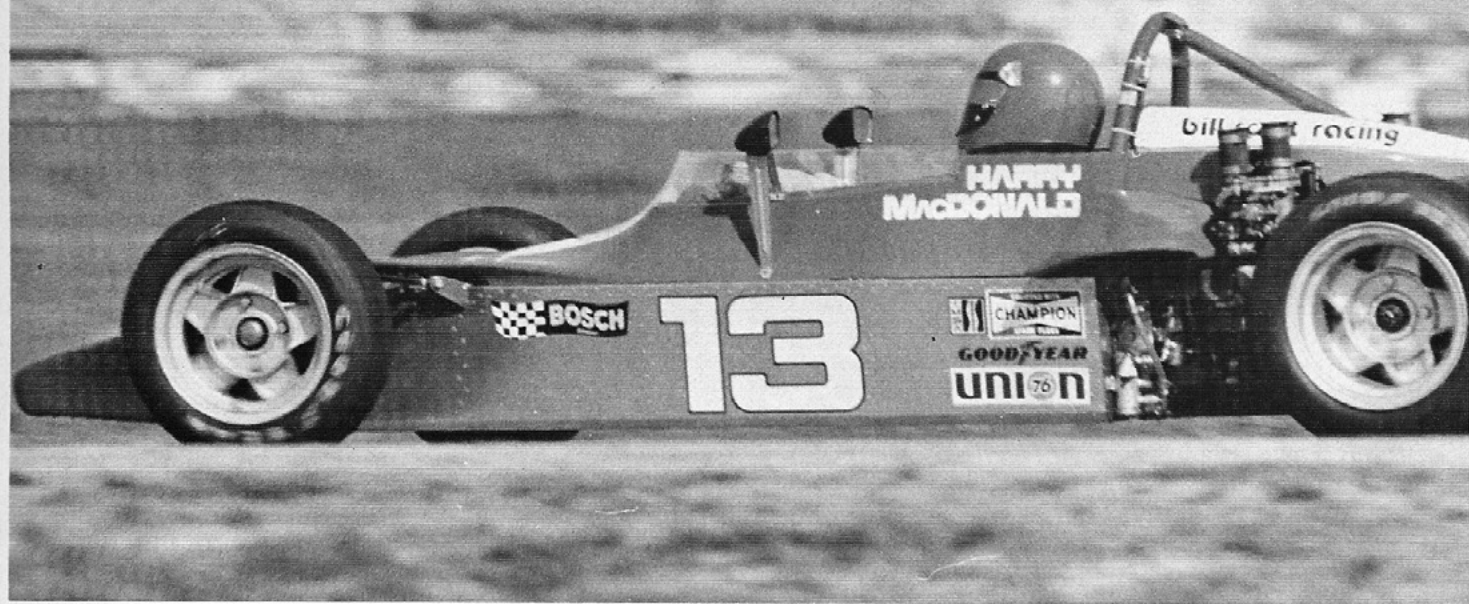
- 1 Brabham-Ford (C. Pace), 1hr 44min 41.7sec, 113.391 mph
- 2 McLaren-Ford (E. Fittipaldi), 1hr 44min 46.96sec
- 3 McLaren-Ford (J. Mass), 1hr 45min 07.83sec
- 4 Ferrari (C. Regazzoni), 1hr 45min 24.45sec
- 5 Ferrari (N. Lauda), 1hr 45min 43.05sec
- 6 Hesketh-Ford (J. Hunt), 1hr 45min 46.29sec
- 7 Parnelli-Ford (M. Andretti), 1hr 45min 47.98sec
- 8 Brabham-Ford (C. Reutemann), 1hr 46min 20.79sec
- 9 JPS Lotus-Ford (J. Ickx), 1hr 46min 33.01sec
- 10 Surtees-Ford (J. Watson), 1hr 47min 10.77sec
- 11 Williams-Ford (J. Laffite), 39 laps
- 12 Lola-Ford (G. Hill), 39 laps
- 13 Copersucar-Ford (W. Fittipaldi), 39 laps
- 14 Lola-Ford (R. Stommelen), 39 laps
- 15 JPS Lotus-Ford (R. Peterson), 38 laps

#### Fastest lap:

J-P. Jarier (UOP Shadow-Ford), 2min 34.26sec, 115.507 mph

#### Retirements:

Lap 2, March-Ford (V. Brambilla), engine; lap 19, Tyrrell-Ford (J. Scheckter), oil leak; lap 22, Stanley BRM (M. Wilds), ignition; lap 23, Penske-Ford (M. Donohue), handling; lap 25, Williams-Ford (A. Merzario), metering unit; lap 30, Tyrrell-Ford (P. Depailler), accident; lap 31, UOP Shadow-Ford (Tom Pryce), accident; lap 32, UOP Shadow-Ford (J-P. Jarier), no fuel pressure.



# Daytona Super Vee

by Mark Yaeger

Tom Bagley is a very determined man. He had to be to win a thirteen lap race from the twenty-eighth spot on the grid. All week long while everyone else was on their way to Daytona, Bagley was putting a car together. While the rest of the field was busy with practice, Bagley was putting a motor together. By the time qualifying rolled around on Friday everyone on the grid was more or less ready since they had all run here two months previous. About halfway through the one and only timed session Friday, Tom and crew wheeled the familiar old yellow and black Zink truck up to the registration building at the Speedway. Completely zonked from driving all night, they were politely informed that due to a minor schedule change their qualifying session was now going on and they probably should hurry up a little with the paper work.

After the crew revived Tom from a minor heart attack and rolled the car off the trailer, they stuffed him inside with instructions to "Go".

Bagley fired the car off, crammed it in gear and roared through the tunnel into the infield in a cloud of smoke. Through the paddock, out of the pits and onto the track just in time for exactly one lap - a blazing 2:23.

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## *The First Round Of The 1975 Robert Bosch-VW Gold Cup*

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*(Please don't ask about Tech, medical forms, etc., here. That would be considered bad form.)*

While Tom was setting the back grid on fire, John Morrison was putting his Supernova Tui on the pole with a 2:01.575. Next man back when the dust settled was Bill Neuhoff with a 2:02.059. Behind them in order were Freddy Phillips, Harry McDonald, Bob Lazier, Howdy Holmes, and Walter Wilkins.

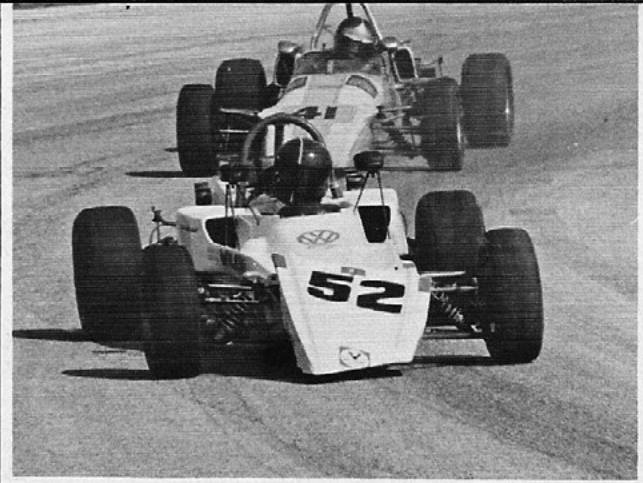
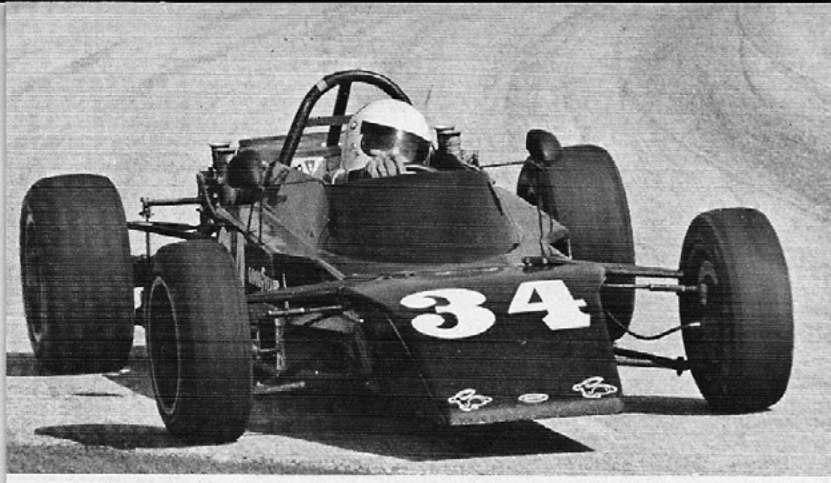
Neuhoff was in his usual Bill Scott Royale, Phillips in his Elden, McDonald in a fresh Royale RP19, all set for the second Super Vee race of his career after winning the National Championship in Formula Vee. Bob Lazier was back for the first time after his crash at Road America last year, this time driving an Opert Tui. Holmes was in Wilbur Bunce's Lola again and

Wilkins was in his old Royale after writing off the new model here in December in a first lap crash.

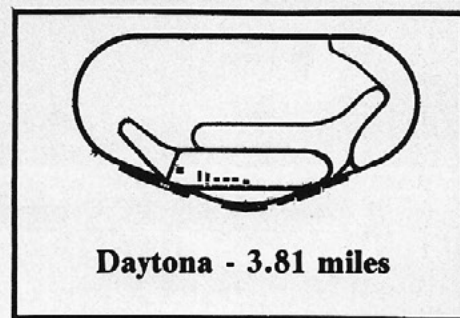
Elliott Forbes-Robinson and Harry Ingle were the only two faces missing on the grid, both having rented out their cars. Ingle's Zink went to Bagley and Forbes-Robinson's Lynn went to newcomer Jon Batchelor who qualified eighth.

Other new faces to IMSA were the Colorado entries of Jerry Jolly and William Henderson. Both were short on luck as Jolly popped one motor in practice and then failed to finish one lap in the race. Henderson had to work even harder. Driving from Denver to Los Angeles to pick up the car, back to Denver to prepare it and down to Daytona for the race, all in the span of two weeks, is stretching things a bit. Understandably, Henderson was more than a little displeased when the ignition quit on lap two. In answer to the question, "Why all the effort?", William shrugged and said "Well it seemed like the thing to do at the time."

The Saturday morning warm-up session went smoothly for everyone except Freddy Phillips who lost the brakes in his Elden and kissed the Armco. The incident tore one corner



[TOP LEFT] Winner Tom Bagley's super-quick Zink. [TOP RIGHT] Walter Wilkins gave his Royale a nose-job. [BOTTOM] The Bosch sticker should become standard equipment on Super Vees this year.



Daytona - 3.81 miles

## DAYTONA SUPER VEE

off and put Freddy out of the race.

When the green flag dropped Morrison grabbed a slight lead over Neuhoff, McDonald, Lazier, and Holmes, who were quickly joined by Batchelor.

Neuhoff fell off the race track in Turn One but eventually worked his way back up to fifth at the finish. Morrison and McDonald both went out on lap five after each had led several times. Wilkins went out on lap six, Holmes on the seventh, and another newcomer to Super Vee, Bill McConnell in a Tui, on lap eight.

In the midst of all the fighting for the lead, Lazier, Batchelor, and Richard Melville, who started eleventh, all seemed to let the black Zink (containing one Thomas Bagley) go by unnoticed.

At the finish it was Bagley by three seconds over Batchelor, Lazier, Melville, Neuhoff, Bill Alsup, and Volker Bruckmann. Behind them in eighth and ninth respectively were Galen Lyons and John Hancock from Texas. Benny Scott rounded out the top ten.

The Daytona Super Vee event marked the first time that Robert Bosch Corporation has sponsored a VW Gold Cup event, and the occasion was a pleasant one. Since Robert Bosch makes so many of the components that are used in Super Vee, the association is a natural, and hopefully, a long-lasting one.

### STARTING GRID

**JOHN MORRISON\***  
Supernova Tui  
2:01.575

**FRED PHILLIPS**  
Elden Mk 14  
2:02.354

**BOB LAZIER**  
Supernova BH5  
2:02.896

**WALTER WILKINS**  
Royale RP18A  
2:03.804

**BILL ALSUP**  
Tui BH3  
2:04.902

**RICHARD MELVILLE**  
Royale  
2:05.189

**KIRK STOWERS**  
Zink Z9  
2:06.686

**BENNY SCOTT**  
Viceroy Tui  
2:07.208

**SHELTON LINDSAY**  
Supernova Tui  
2:08.124

**WILLIAM HENDERSON**  
Lola T320  
2:08.182

**MARK ISAACS**  
Royale  
2:08.676

**GEORGE BATCHELOR**  
Lola T320  
2:09.805

**BILL YUMA**  
Dynamotive D1  
2:12.806

**ROD JAHNZ**  
Lola T320  
2:21.786

**DOMENICK BILLERA**  
Lola T252  
NO TIME

**BILL NEUHOFF**  
Royale RP18  
2:02.059

**HARRY MACDONALD**  
Royale RP19  
2:02.583

**HOWDY HOLMES**  
Lola T322  
2:03.029

**JON BATCHELOR**  
BSR Lynn  
2:04.132

**JERRY JOLLY**  
Lola T322  
2:05.001

**BILLY McCONNELL**  
Tui BH4  
2:06.467

**CHRIS SKOPPE**  
Elden Mk 14  
2:06.714

**GALEN LYONS**  
Royale RP9  
2:07.378

**VOLKER BRUCKMANN**  
Zeitler  
2:08.145

**ED MULFORD**  
Tui BH4  
2:08.542

**JOHN HANCOCK**  
Lola T250  
2:08.765

**JOHN KALAGIAN**  
Lynx D  
2:12.681

**MIKE SHULBERG**  
Lola T322  
2:17.135

**TOM BAGLEY**  
Zink  
2:23.479

**JOHN BERGET**  
Tui  
NO TIME

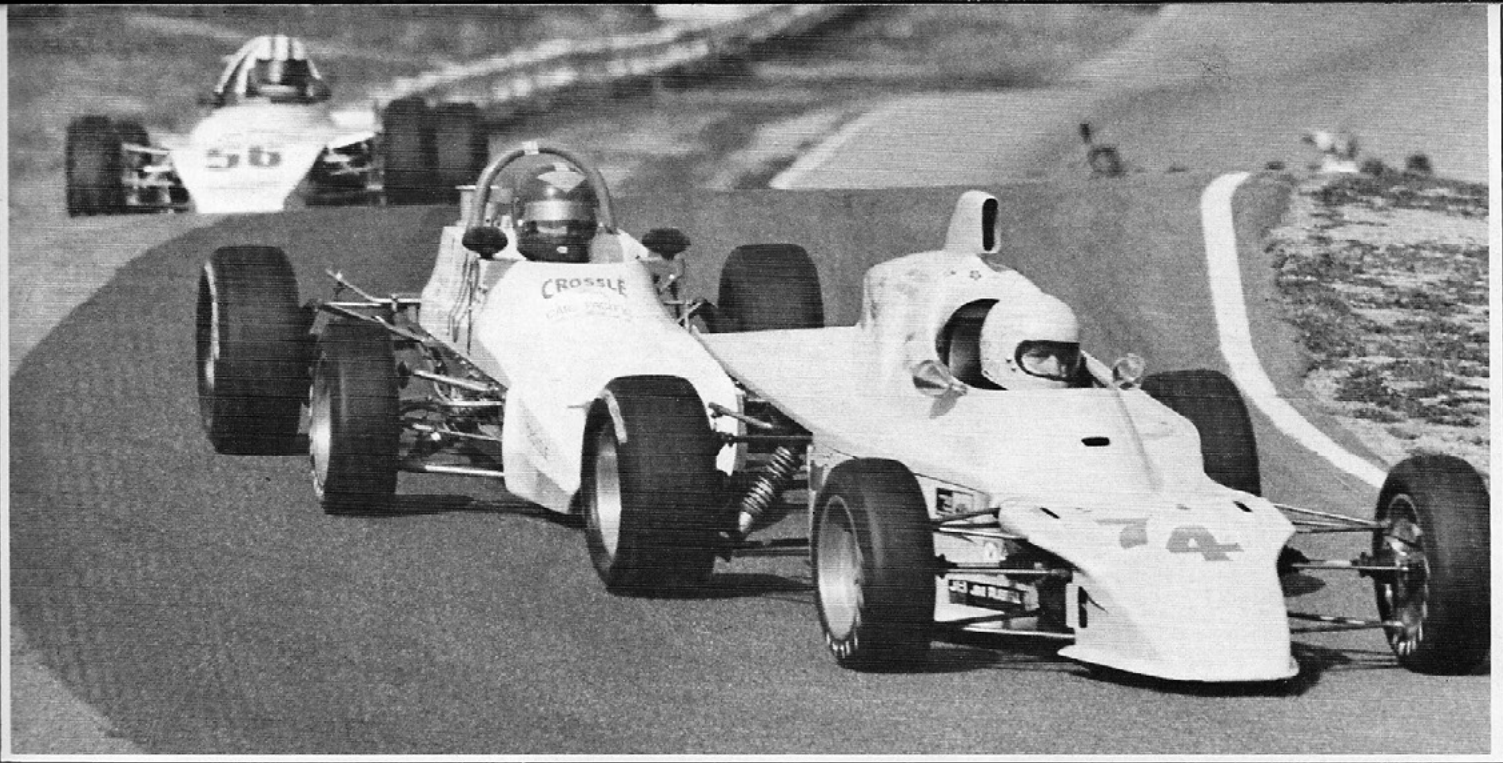
\*pole position

OFFICIAL RESULTS OF 50-MILE IMSA -ROBERT BOSCH- VW GOLD CUP AT DAYTONA INTERNATIONAL SPEEDWAY, SAT. FEB. 1, 1975; RUN OVER 3.81-MILE COURSE (13 LAPS).

1. Tom Bagley, Zink, 13, \$2,500. 2. Jon Batchelor, BSR Lynn, 13, \$1,500. 3. Bob Lazier, Supernova BH5, 13, \$1,000. 4. Richard Mellville, Royale, 13, \$800. 5. Bill Neuhoff, Royale RP18, 13, \$600. 6. Bill Alsup, Tui BH3, 13, \$500. 7. Volker Bruckmann, Zeitler, 13, \$400. 8. Galen Lyons, Royale RP9, 13, \$350. 9. John Hancock, Lola T250, 13, \$300. 10. Benny Scott, Viceroy Tui, 13, \$250. 11. John Kalagian, Lynx D, 13. 12. Mike Shulberg, Lola T322, 13. 13. Chris Skoppe, Elden MK14, 13. 14. George Batchelor, Lola T320, 13. 15. Mark Isaacs, Royale, 13. 16. Shelton Lindsay, Supernova Tui, 13. 17. Rod Jahnz, Lola T320, 12. 18. Billy McConnell, Tui BH4, 8. 19. Howdy Holmes, Lola T322, 7. 20. Walter Wilkins, Royale RP18A, 6. 21. Harry McDonald, Royale RP19, 5. 22. John Morrison, Supernova Tui, 5. 23. Ed Mulford, Tui BH4, 5. 24. Bill Yuma, Dynamotive D1, 2. 25. William Henderson, Lola T320, 2. 26. Domenick Billera, Lola T252, 1. 27. Jerry Jolly, Lola T322, -. 28. Kirk Stowers, Zink Z9, -.

AVERAGE SPEED: 108.990 miles per hour. TIME OF RACE: 27 minutes, 16 seconds. MARGIN OF VICTORY: 3 seconds. 28 CARS STARTED RACE.





DON LARSEN PHOTO

*The Battle For The Lead: Shirey Leads Firestone Through Turn Seven.*

# Riverside Winter-Sprints

## Shirey Shines In 100 MPH Classic

by Ed Pitz

*Richard Shirey emerged from an epic slipstreaming battle to win the Riverside Formula Ford National on Feb. 16. Close behind Shirey's ADF were Tom Weichmann's similar machine, Chuck Pittenger's LeGrand, and Dennis Firestone's Crossle.*

*The record books took a beating. Seven cars qualified inside the existing lap record while the race average was considerably faster than the old one-lap mark. With a winning speed of 101.402 mph, Shirey became the first F/Ford winner to break the 100 mph barrier in Riverside's history.*

### ENTRY & QUALIFYING

In quality and depth, the entry for the opening National round was superb. Speculation rested solely on the size of the leading bunch rather than on a winner. Added interest came from several new machines to be driven by some of the top names in Formula Ford.

ADF fielded their strongest effort to date led by the team of Tom Wiechmann and Dale Elmer (driving the ex-Firestone car). Richard Shirey entered his familiar yellow example. Dave Bruns drove the Motor West

Magazine entry, while Texan John Stiles was running his newly acquired maroon colored version.

Others expected to be in contention were; Johnny Kastner's Merlyn, Tom Gloy's Lola, Tim Cox's Zink, and Dick Ferguson's Phantom.

Heading the new car field was the works Crossle 30F run by the Damon and Pythias of Formula Ford — Divisional Champ Dennis Firestone and his engine wizard Bob Sampo. The car was completed just in time for the event but got down in the 31s during initial practice.

After several years of inactivity, the LeGrand Marque returned to the wars with a very attractive machine designated the MK.13. Driver Chuck Pittenger had retained his links with engine builder John Shankle. The combination had shown well in testing and there was an air of quiet confidence about the team.

Lola distributor Carl Haas loaned a new T342 chassis to his new west coast agent, Ken Swanson. USAC driver Mike Hiss handled the driving chores in this updated version of the successful T340, the most prominent change being the relocation of the radiators behind the radius arms.

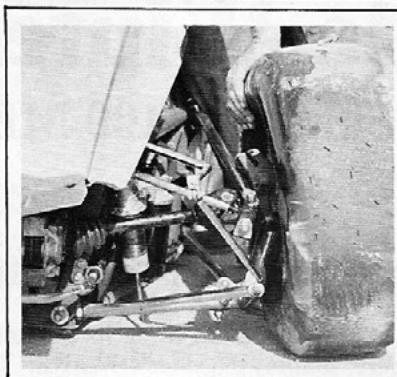
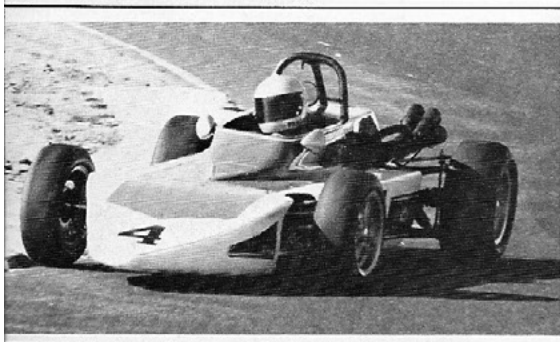
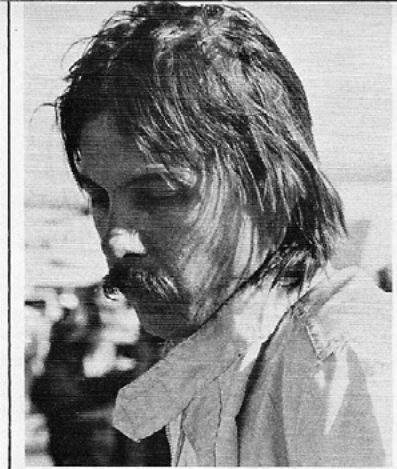
The Corsa, built by Rick and Hank Paronelli, made its debut. Compared with other makes, the car looks rather bulky but Rick managed to turn respectable times during practice on Saturday.

The lap record was credited to Johnny Kastner at 1m. 31.431s. set at this meeting last year. Kastner rewrote his mark and took the pole with 1m. 29.940s. (101.66 mph.). Seattle's Jack Scher was next up at 1m. 30.034s. in his Crossle 25F; however, most people credited this to a nervous electronic timer.

Following various practice dramas including a sticky throttle and no brakes, Firestone reeled off 1m. 30.141s. for the third slot and looked pleased. Shirey was advanced from sixth to fourth after the timers discovered a half-second error.

Gloy and Wiechmann composed the third row but there were two gaps in the ranks behind them. Mike Hiss had spun at turn 6 and collected Tim Cox's Zink; both cars suffered suspension damage and had to be scratched.

Also missing the show was the Corsa after the engine broke at the start of qualifying. This, plus a few other misfortunes, reduced the field to 47.



## Formula Ford

### Grid

<b>JOHNNY KASTNER</b> Merlyn MK25 1min. 29.940sec.	<b>JACK SCHER</b> Crossle 25F 1min. 30.034sec.
<b>DENNIS FIRESTONE</b> Crossle 30F 1min. 30.141sec.	<b>DICK SHIREY</b> ADF MK.II 1min. 30.666sec.
<b>TOM GLOY</b> Lola T340 1min. 30.672sec.	<b>TOM WIECHMANN</b> ADF MK.II 1min. 30.817sec.
<b>MIKE HISS*</b> Lola T342 1min. 31.135sec.	<b>CHUCK PITTEGER</b> LeGrand MK.13 1min. 31.435sec.
<b>TIMMY COX*</b> Zink Z.10 1min. 31.529sec.	<b>DAVID BRUNS</b> ADF MK.II 1min. 32.107sec.
<b>DICK FERGUSON</b> Phantom 1min. 32.134sec.	<b>BARRY BLACKMORE</b> Lotus 69F 1min. 32.298sec.
<b>DAN MARVIN</b> Titan MK.6 1min. 32.325sec.	<b>MIKE HULL</b> Titan MK.6C 1min. 32.544sec.
<b>STU HANSSSEN</b> Merlyn MK.24 1min. 32.756sec.	<b>ARNIE LOYNING</b> Titan MK.6 1min. 32.770sec.
<b>DALE ELMER</b> ADF MK.II 1min. 32.875sec.	<b>RAY STEPHENS</b> Lola T202 1min. 32.995sec.
<b>SAM NICOLOSI</b> Merlyn MK.25 1min. 32.287sec.	<b>PHIL KRUEGER</b> Lola T340 1min. 33.629sec.
<b>BOB BLACKWOOD</b> Lola T340 1min. 33.704sec.	<b>ED HOFFMAN</b> Lotus 61 1min. 33.721sec.
<b>CHARLIE WRIGHT</b> Zink Z-10 1min. 33.993sec.	<b>JERRY JOLLY</b> Titan MK.6C 1min. 34.120sec.
<b>JOHN STILES</b> ADF MK.II 1min. 34.185sec.	<b>KEN HEDMAN</b> Merlyn MK.25 1min. 34.562sec.
<b>RICK RICKETTS</b> MRE 1min. 34.564sec.	<b>PHIL CALIVA</b> Lola T340 1min. 34.70sec.
<b>MIKE CHOQUETTE</b> Titan MK.6 1min. 34.861sec.	<b>BILL FICKLING</b> Royale RP16 1min. 35.059sec.
<b>KEN SHARP</b> Merlyn MK.24 1min. 35.078sec.	<b>STEVE MADSEN</b> LeGrand MK.10F 1min. 35.170sec.
<b>KEN DUNN</b> Titan MK.9 1min. 35.319sec.	<b>RICHARD TURNER</b> Royale RP16 1min. 36.122sec.
<b>MIKE GOODWIN</b> Merlyn MK.25 1min. 36.330sec.	<b>DICK GAMBLE*</b> Merlyn MK.II 1min. 36.351sec.
<b>ROB NUSS</b> Elden MK.10 1min. 36.407sec.	<b>TENNYSON KWOK</b> Titan MK.6 1min. 36.638sec.
<b>NOEL BENNETT</b> Lola T340 1min. 36.721sec.	<b>TED SPITALERI</b> Lotus 61 1min. 37.28sec.
<b>RICHARD ESHLEMAN</b> Merlyn MK.11A 1min. 37.76sec.	<b>HUNTER HARRIS*</b> LeGrand 1min. 37.84sec.
<b>MILT SEROPAN</b> Merlyn MK.24 1min. 38.23sec.	<b>RICHARD HADDOCK</b> Royale RP16 1min. 38.68sec.
<b>RANDY LUMLEY</b> Lotus 51 1min. 39.26sec.	<b>LOCKE DE BRETTEVILLE*</b> Winkelmann WDF2 1min. 39.33sec.
<b>CLAUDE COLLIGNON</b> Elden MK.8 1min. 39.37sec.	<b>D. JON ROGERSON</b> Royale RP16 1min. 40.89sec.
<b>ART SPARKS</b> Royale RP16 1min. 41.25sec.	<b>DWIGHT HAMPTON*</b> Merlyn MK.20A 1min. 41.44sec.
<b>DUANE EITEL</b> Winkelmann KHF4 1min. 43.09sec.	<b>ED STONER</b> Winkelmann WDF1 1min. 44.98sec.
<b>JOHN BENTON*</b> Hawke N.T.	<b>RICK PARONELLI*</b> Corsa N.T.
	<b>LARRY WALKER</b> Titan MK.6C

## RACE

The start was ragged and, thanks to the officials, it was almost a replay of the November pile-up. As the field rounded turn 9, Scher eased off until he was alongside Firestone on the second row, much to Shirey's chagrin. The starter threw the green at the very last moment and, in the ensuing rush, Stu Hanssen's Merlyn was nearly shoved into the wall.

Kastner led from Scher & Company up through turn six, where he spun and collected the Armco. Amazingly the rest of the field nipped through unharmed.

The field dove into turn 9 and charged past the pits with Wiechmann inches ahead of Firestone, Shirey, Gloy, Pittenger, Ferguson, Marvin, Loyning, Scher, Bruns, Elmer, and the rest.

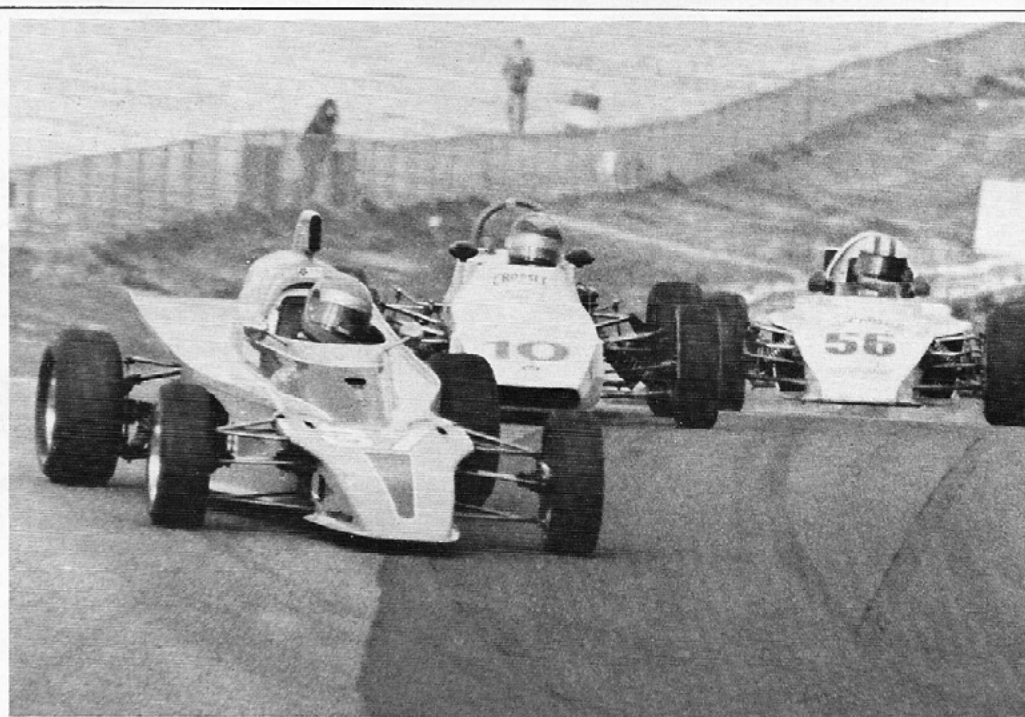
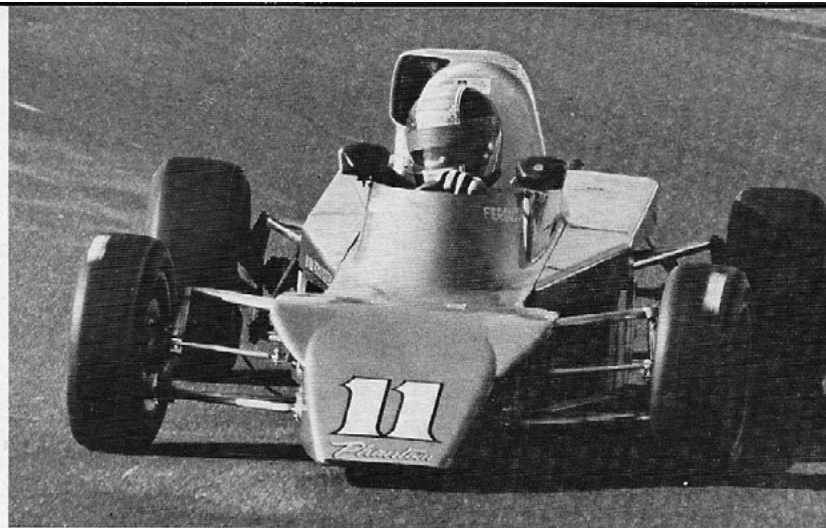
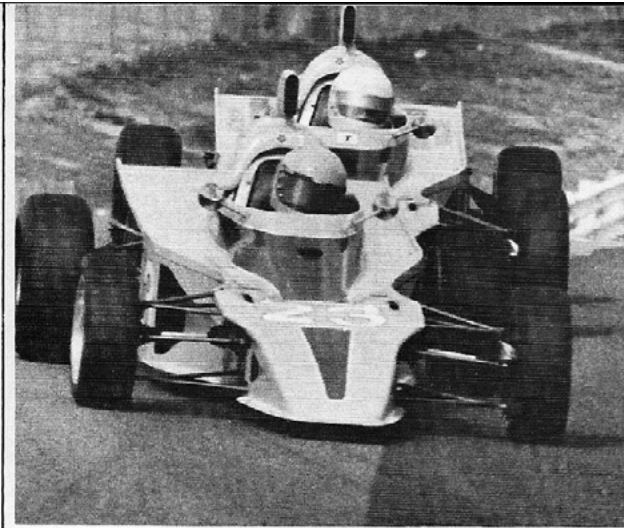
The racing was so close that there were no gaps in the top 20 until the fourth lap. Shirey, Wiechmann, and Firestone were running abreast down

[TOP] Two front runners [Mike Hiss, LEFT and Timmy Cox, RIGHT] were eliminated in a Sunday morning practice tangle. [MIDDLE] The Riverside National saw the debut of two new American built cars. The Corsa, [LEFT] driven by Rick Paronelli D.N.S.ed with engine problems. The new LeGrand [RIGHT] finished an excellent third. [BOTTOM LEFT] Scher drops to the second row at the start. [BOTTOM RIGHT] Kastner's shunted Merlyn.

the back-straight with the Crossle gaining the upper hand at turn 9 and Shirey taking the advantage past the pits.

Two seconds behind came another scrap composed of Pittenger, Ferguson, Gloy, and Loyning. The Phantom coasted in to retire with a sticky throttle but the departure was hardly noticed. Elmer and Bruns were running in a convoy for seventh and eighth while Sam Nicolosi's Merlyn was heading the next group of nine cars.

Pittenger eventually detached himself from Loyning and Gloy and set off



[TOP LEFT] Race long battle for 6th, Elmer leads Bruns in ADF's. [TOP RIGHT] Dick Ferguson and the Phantom. [BOTTOM LEFT] Dick Shirey grinning from ear to ear after his hard fought FF victory and \$100 from the FFRA. [BOTTOM RIGHT] Tom Wiechmann leads Dennis Firestone and Chuck Pittenger through turn seven.

after the leaders who were carrying on in a most exciting manner. Firestone led the fifth and sixth tours but Shirey's drafting tactics were beginning to pay off and the yellow ADF assumed the advantage — over the line, at least.

Pittenger joined the party on the ninth tour which gave Wiechmann sufficient incentive to pass Firestone shortly afterward. It was a hell of a race and the leaders were lapping in the low 30's to boot.

Shirey got a break on the 12th lap due to a strategically placed backmarker at turn 7 and pulled out a one second lead over Wiechmann, Pittenger and Firestone. Gloy was all alone in fifth having disposed of Loyning who was being overhauled by Bruns and Elmer. Nicolosi and Stiles were arguing over ninth.

The leaders were getting into traffic at this point and Shirey's leading margin fluctuated slightly although there was no relief as his pursuers were working together. With one lap to go, the yellow ADF was a few feet ahead of Wiechmann, Firestone, and Pittenger and the tension was tremendous. However, Shirey maintained his advantage all the way around and swept past to score a very popular win and \$100 from the F/Ford Association.

Only 8/10-second behind came Wiechmann, Pittenger, and Firestone, ending one of the cleanest, most exciting and hard-fought races in a long time. During those final frantic laps, reliable watches caught the leaders at 1m. 29.7s.

Gloy finished fifth while Elmer outridged Bruns and Loyning to take sixth. Stiles took the verdict over Nicolosi for ninth followed by the rest of the 35 finishers.



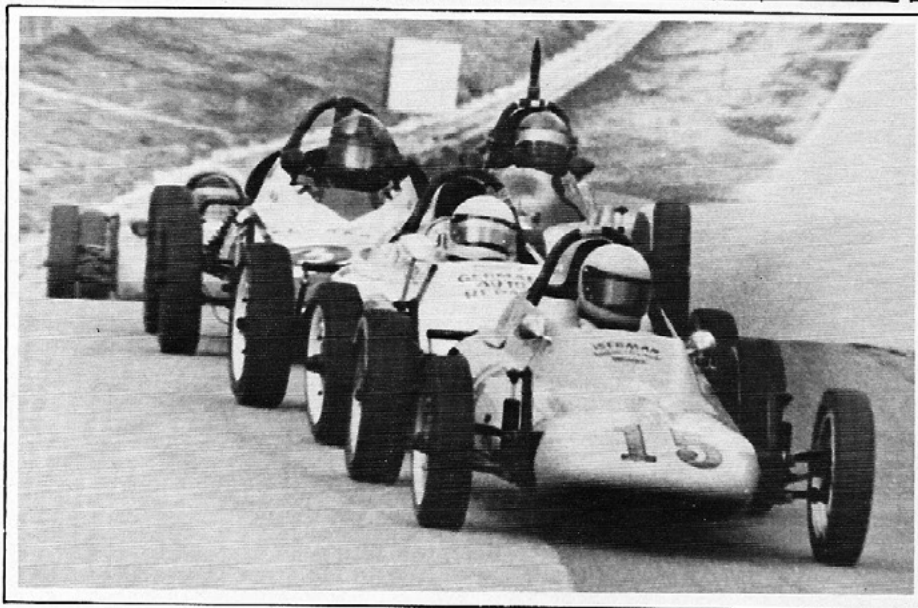
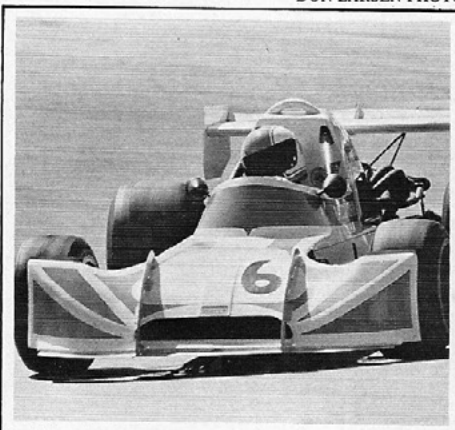
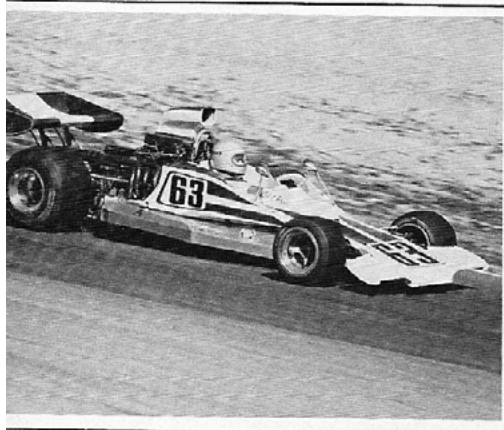
Riverside 2.54 miles

### Riverside National-F/Ford Feb. 16, 1975

1. Richard Shirey, Shirey ADF MK II, 30min. 29.550sec. (101.402mph.)
2. Tom Wiechmann, U-Store Garages ADF MK II
3. Chuck Pittenger, LeGrand MK 13 - Shankle.
4. Dennis Firestone, Crossle Cars Crossle 30F.
5. Tom Gloy, Gloy Racing Lola T340.
6. Dale Elmer, Elmer's Pancakes ADF MK II.
7. David Bruns, Motor West Magazine ADF MK II.
8. Arnie Loyning, Loyning Titan MK 6.
9. John Stiles, Stiles ADF MK II.
10. Sam Nicolosi, Nicolosi Merlyn MK 25.

### Manufacturers' Points

ADF, 9pts; LeGrand, 4pts; Crossle, 3pts; Lola, 2pts.



[TOP LEFT] FA winner Danny Ongias. [TOP CENTER] Don Breidenbach ran away from all other FB cars. [TOP RIGHT] Chuck Montague leads FSV with Henderson, Sharland, Thomas and Schley following. [ABOVE] Dick Murray's Zink leads eventual winner Tim Kuyendall in his similar mount.

## Riverside Vee National

The Vee Contingent was surprisingly small with only 17 cars coming to the line. However, the presence of several evenly matched machines ensured an exciting 18 laps.

Denver's Harvey Staab set the pole time in his Zink before transaxle problems ruined his effort. The early running was terrific as the lead was tossed by the Zinks of Dick Murray and Roger Espin, Tim Kuyendall's Zinkarella, Mike Cherry's Phenix, Bill Nobel's Lynx, and Mike Billesbach's Caldwell.

Kuyendall, Murray, and Cherry appeared all alone on the seventh round; Noble, Billesbach, and Espin

lost time due to brain fade from an undisclosed source. Noble reduced his six-second disadvantage in as many laps while Billesbach settled into fifth for the duration and Espin retired out on the circuit.

It all boiled down to the last lap. Noble led into turn 9, Murray led through turn 9, and Kuyendall took the high line to lead out of turn 9 to give the Mario Panzarella team its first National win. Noble almost demoted Murray on the line while Cherry had to settle for fourth.

Sixth place was disputed fiercely from start to finish and finally went to Clyde Cabrinha's Zink from Doug Lueck's RCA and Dick George's ailing Zeitler. Don Lyon's RCA and Mike Haigh's Kwic completed the top ten. ■

### Riverside F/Vee National February 16, 1975

1. Tim Kuyendall, German Auto Repair Zinkarella
2. Dick Murray, Murray Zink
3. Bill Noble, Noble Lynx
4. Mike Cherry, Cherry Phenix
5. Mike Billesbach, Coldwater Auto Parts Caldwell D-13
6. Clyde Cabrinha, Auto Pair Zink
7. Doug Lueck, Renson Automotive RCA
8. Dick George, George Zeitler
9. Don Lyon, Bay News Co. RCA
10. Mike Haigh, H & K Imported Auto Repair Kwic

## F/SCCA National

Scheduling problems forced the F/SCCA round to be crowbarred into Monday's Regional lineup. It was well worth the wait for, besides the usual motley F/A assortment, there were nearly a dozen competitive F/Bs armed with the BDA.

Danny Ongais was uncatchable in Eddy O'Brien's Bell Electric Lola T300 and led from flagfall to flagfall. Mickey Fowler's McLaren M10 led the initial pursuit but retired on the second lap after a hair-raising spin at turn 9.

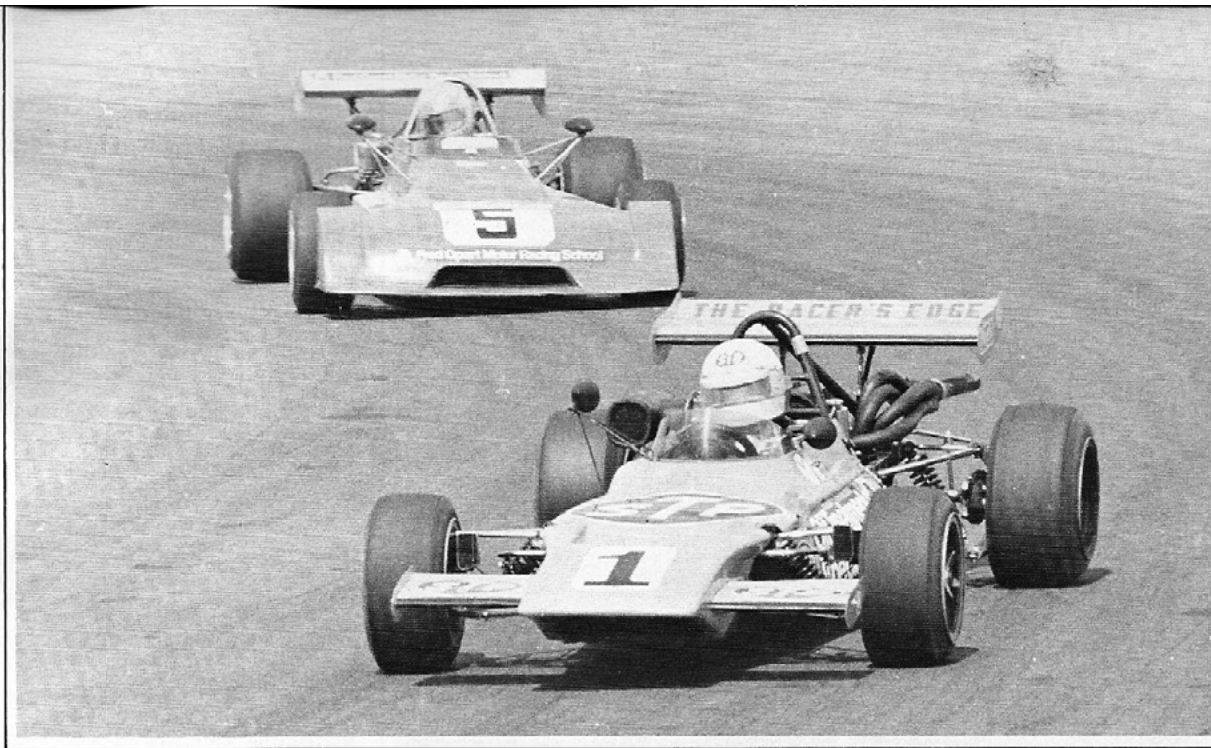
Ron Dykes took over in the Justice Brothers Lola after blitzing his way up from the back row only to be eliminated by a sticky throttle at half distance. Dr. John Korn's Lola T330 inherited second for the duration.

Don Breidenbach's March 74B dominated the F/B category while everyone else went at it for second. In possibly his best performance ever, Frank Monise, Jr. kept his Brabham BT29 ahead of Richard Paul's March '742 in the early running. Paul got by on the seventh tour but smashed a radiator against a tire marker in the process and retired three laps later.

No sooner had Paul departed the scene than Monise found himself challenged by Larry Wright's BT29, Jim Hall's March 722, and Cliff Hansen's GRD B74. The latter left the fray on the 14th round after another radiator/tire marker incident, but the other carried on to the bitter end where Monise edged Wright and Hall for second in class. ■

### Riverside F/SCCA National February 17, 1975

1. Danny Ongais, Bell Electric Lola T300 F/A
2. Dr. John Korn, Jomar Racing Lola T330 F/A
3. Don Breidenbach, Sloss Fasteners March 74B-BDA F/B
4. Frank Monise, Jr., Monise Motors Brabham BT29-BDA F/B
5. Larry Wright, Wright Brabham BT-29-BDA F/B
6. Jim Hall, Swanson Motor Racing, March 722-BDA F/B
7. Doug Turner, Carrier Comfort March 722/732-BDA F/B
8. Jeff Alkana, J.M. Mfg. Brabham BT29-BDA F/B
9. Steve Jizmagian, Swanson Art Galleries March 722 F/B
10. Jerry Jolly, Jolly Lola T320 F/SV



CHRIS WADDELL PHOTOS

*Both will be in different cars for the 1975 Players Challenge Series for the Canadian Driving Championship, but it is likely that the winner will be either Bill Brack or Bertil Roos. Here Brack's Crosty FA174-Hart leads Roos's Chevron B27-Hart at Edmonton. As at Mosport, Roos won this race on the track, only to lose to Brack as a result of a 30 second penalty for passing under a yellow flag.*

# Player's 1975

*by Chris Waddell*

If the off-season of 1974-75 was remarkable in Grand Prix racing for the few drivers playing the annual game of musical chairs, then Canada has certainly taken up the slack with a wealth of rumors about competitors in the 1975 Player's Challenge Series for the Canadian Driving Championship.

In fact, the cross country series of six races for F/Atlantic cars (with the possibility of a seventh being added), looks like providing some of the best motor racing in the world in 1975. With \$20,000 in prize money per race, a good contingency award program plus the chance for a sponsor to get national television exposure, as each race is filmed, edited into a half hour show and broadcast the following week on the CTV television network, drivers from Europe and North America are lining up to get information and entry forms.

When the season opens on May 25 at Edmonton International Speedway, it seems a fairly safe bet that the championship will be a battle between the title holder for the past two seasons, Bill Brack, and Swede Bertil Roos.

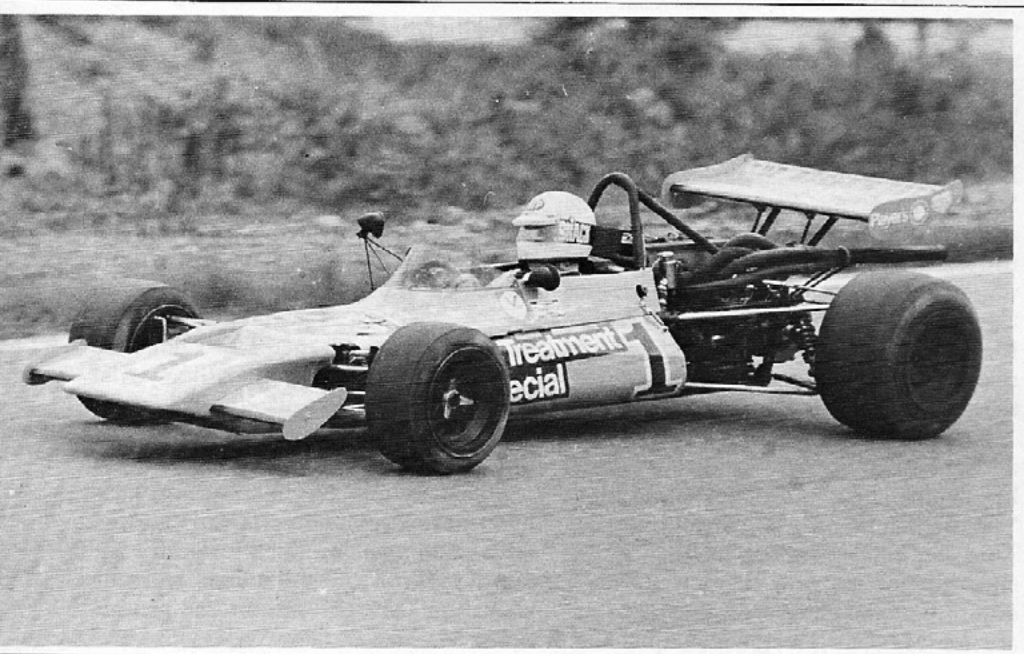
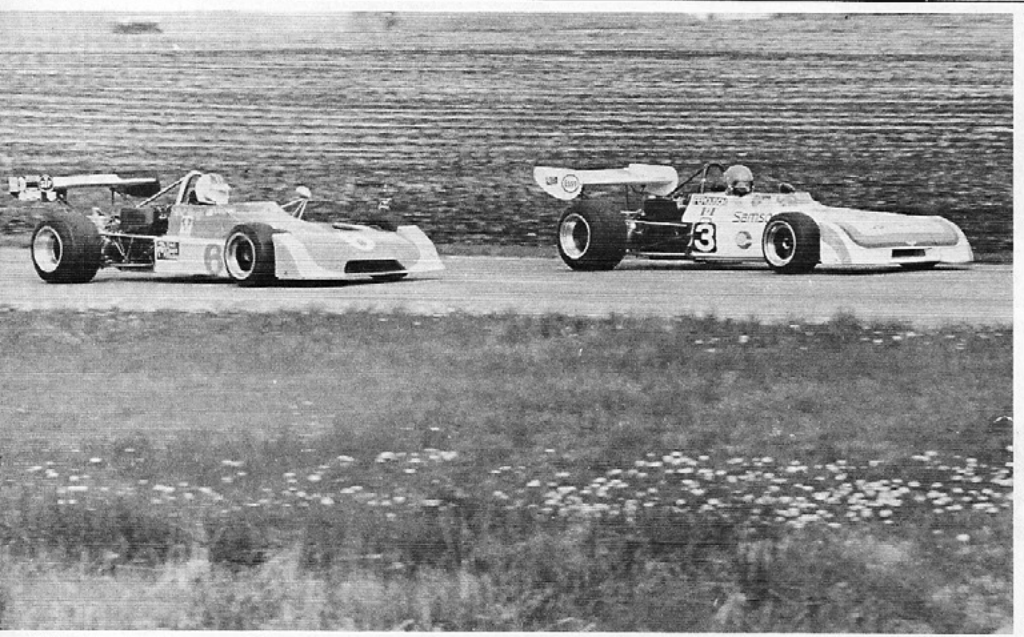
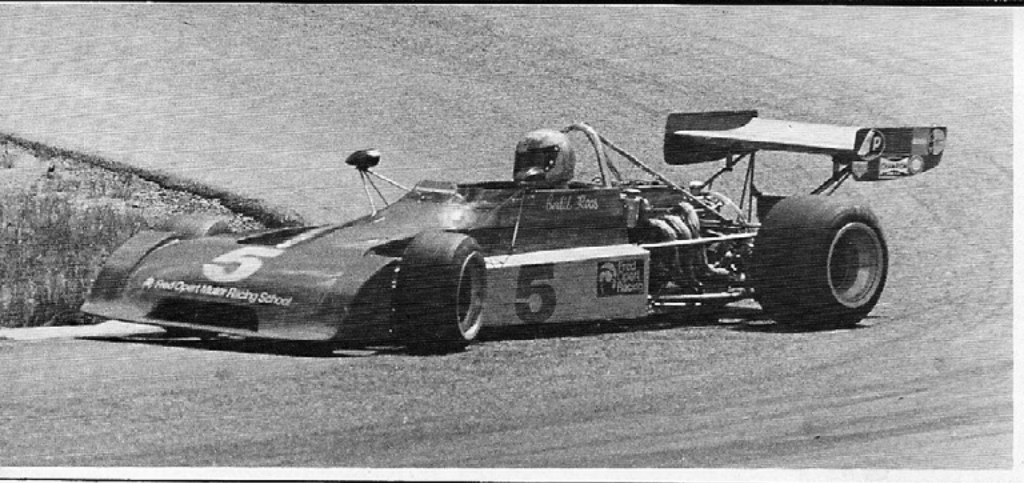
Canadian Brack will have a new Chevron B29-Hart at his disposal, supported by STP and Valvoline, while Roos will head one of the works backed entries in the series, driving a March 75B, prepared by Montreal's Ecurie Canada. His sponsors include Schweppes, Cyma Watches, Goodyear and Castrol. Joining Roos to make it a two car March works assault will be Canadian veteran Craig Hill, who brings the backing of CTV to the March effort, as Hill serves in two roles, both as competitor and host for the television series.

Last year Roos drove for Fred Opert, and the American Chevron importer has long been a supporter of the "smaller" formulae in North America. This year is no exception as he plans to enter up to five cars in each Player's event. Certain entries at the moment are for Mexican Hector Rebaque and Northeasterner Jim Crawly. It is possible that Briton Jim Crawford might join the team, and, at the London Racing Car Show, there was speculation that former F1 driver Mike Beuttler would come to the U.S., run Opert's school and do the Player's

series. A final Opert possibility might be Californian Wink Bancroft, but his '75 plans are dependent on the sale of the Chevron B27 he drove to third in last year's series, and the success of his business venture.

Others besides Opert have found the rent-a-car idea lucrative and the newly formed Doug Shierson-Joe Grimaldi partnership to import and distribute March cars, plans to rent racers for all the '75 events. They already have a deal with midwesterner Tim Cooper to run a car for him, and it is likely that Canadian Peter Ferguson, who again, as in '74, has backing from Samsonite, will get Shierson to run his car.

Shierson and Grimaldi would also like to prepare a car for David Loring, but some money must be found for the effort. Others interested in working with the March importers include French Canadian Gilles Villeneuve and Illinois native James King. King is trying to sell the Chevron B27 he drove in 1974 under Shierson's management, and might well be in Canada this year driving an updated version of the March 73B he owns.



[TOP] Bertil Roos was always spectacular in the Fred Opert Chevron B27-Hart. Roos will pilot the works supported Ecurie Canada prepared Schweppes March 75B. [CENTER] Two Chevrons. Peter Ferguson's Samsonite backed B20 leads the Opert B27 of Wink Bancroft past the farmer's field in Edmonton. Ferguson again has Samsonite money in '75 and will likely do a rent-a-racer deal with Doug Shierson. Bancroft's plans hinge on the sale of his last years car. [BOTTOM] Bill Brack drove a modified version of a Lotus 69 prepared by Doug Crosty [ie. Crosty Lotus] to clinch his second straight Player's Challenge Series.

After renting King's March for the Watkins Glen race and doing very well, FSV man Fred Phillips has already bought a March 75B from the Shierson-Grimaldi office in Adrian, Michigan.

Last year Tom Klausler and Bill O'Connor set the series on its ear by arriving at Gimli Manitoba with two new Lola T360s, right out of the crate, and dominating proceedings, resulting in Klausler taking the win. The successes of these Lolas have led others to try the car for '75.

Carl Haas will support a two car team led by O'Connor. Second driver will likely be either Mike Hall or Chip Mead. Tom Klausler has been working hard all winter to organize an F5000 program, but if he can't put something together he will probably rejoin O'Connor, and try to improve on his second place finish in the series last year.

Gary Magwood had the third Lola that ran in Canada in 1974 but his plans are in doubt for the coming year. However one definite Lola pilot will be Chicago native Bobby Rahal, who has already purchased a car.

FSV supporter Bill Scott will be going Atlantic in '75 having bought three of the Lola T360s. Leading his team will be Elliott Forbes-Robinson, with Howdy Holmes currently having the inside track for the number two spot.

Other definites for '75 include Canadian Bruce Jensen in a new Chevron B29 and Edmontonian Dave Morris, who has purchased the spares needed to repair the damage done to his March 74B at Mosport last year. Another March driver who has visited the factory in preparation for the '75 season is Californian Richard Paul. Also seen at the March headquarters in January was Bobby Brown's me-

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chanic Roger Chalk, but a recent serious road accident might well reduce Brown's role in the series to that of North American distributor for Cosworth parts.

From this point we move into the world of speculation. Tops on this list is a two car team reportedly being organized by International Racing Stables. Driving new Dulon F/Atlantic cars would be F5000 man Jon Woodner and the Northwest's Marty Loft.

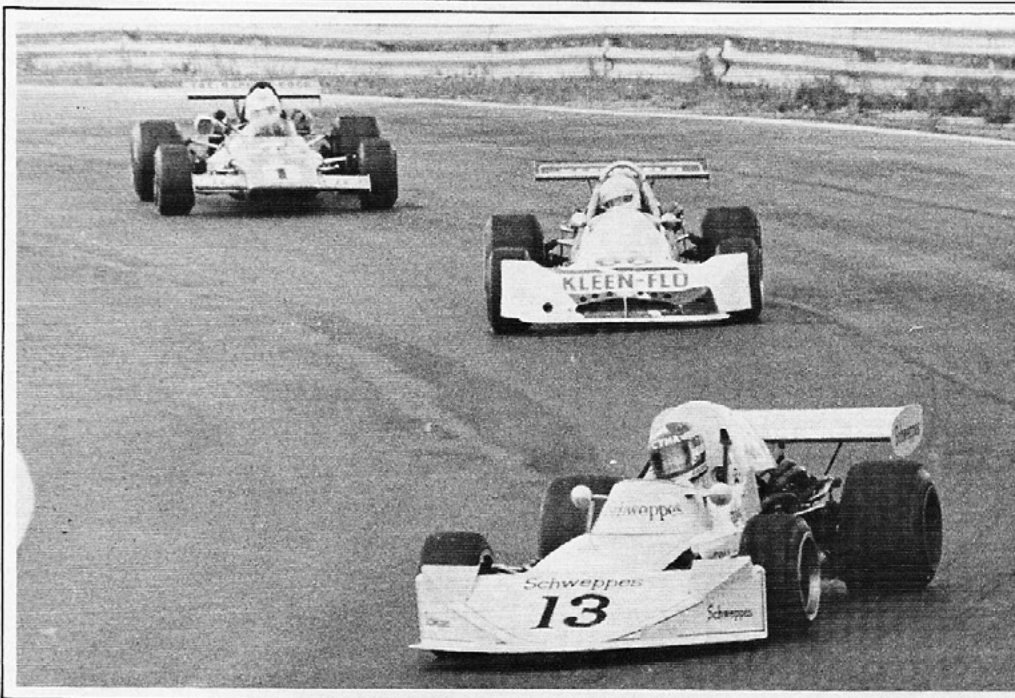
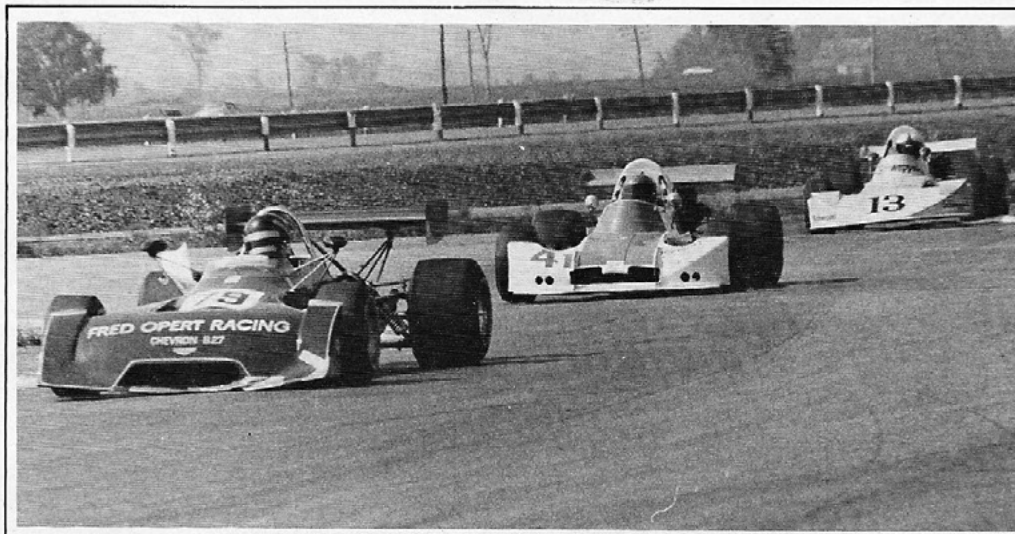
Another Northwesterner, Alan Lader only ran one 1974 race but he won it, and should he compete in 1975 would be a definite threat.

Europeans have also indicated an interest and inquiries have come from John Player Series winner in England John Nicholson, up and coming drivers Alan Jones and Tony Brise and former F1 pilots Vern Schuppan and Reine Wisell. Both Nicholson and Schuppan are likely runners as Nicholson is interested in expanding his Detroit engine facility, and Schuppan could well run the Canadian events as a complement to his American F5000 activities.

Finally Canadian FF drivers Danny Burrirt and Bob Beyea have both spent the winter trying to find the necessary funds to compete in 1975.

Champion Brack and CASC Player's co-ordinator Rob Tanner have already decided to forget all the rumors. They've pledged to meet at the top of the Edmonton tower on May 23 and see whose name is on the side of each rig that rolls into the paddock.

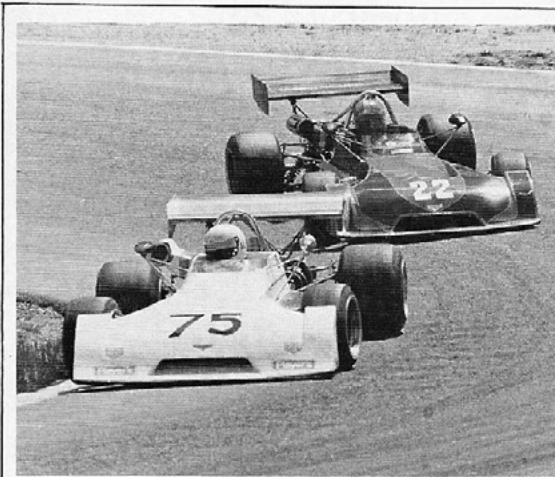
That's the only way to tell for sure who'll be running, but for the rest of us, speculation makes the 1975 Player's series look like one of the most exciting things ever to happen to North American road racing. Now if only SCCA could get on the F/Atlantic bandwagon. . .



[TOP] Bobby Brown [Chevron B27-Smith] leads Bruce Jensen [March 74B-Hart] and David Loring [March 74B-Greatorex] through the chicane at Sanair. [MIDDLE] Three front running Canadians. Gilles Villeneuve leads Ric Forest and Bill Brack through Mosport's corner one. [BELOW] Alan Lader only entered one race in the 1974 Player's Challenge Series, but he won it: the season opener at Westwood, outside Vancouver. Here he leads the Shierson Chevron B27-Nicholson of Illinois' James King, in his similar model car powered with a Hart BDA.

## 1975 Player's Schedule of Events Challenge Series

May 25	Edmonton International Speedway
June 1	Westwood, Vancouver B.C.
June 22	Gimli Motorsport Park, Winnipeg Manitoba
July 6	Quebec (location unknown as yet)
July 20	Mosport Park, Toronto, Ontario
August 3	St. John's Newfoundland (tentative date)
August 17	Atlantic Motorsport Park, Halifax, Nova Scotia



# Who...What & Where?

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