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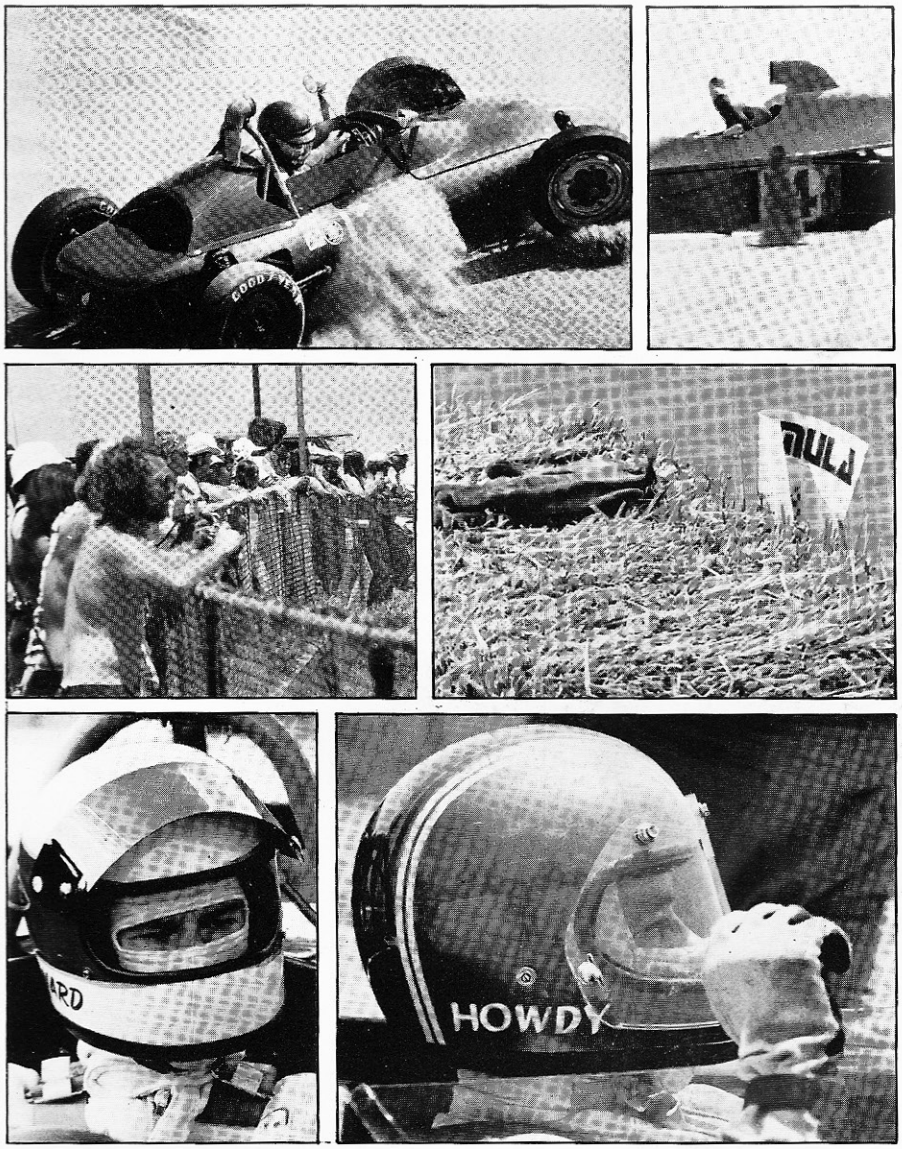
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ARTICLES

VW Gold Cup, Ontario 4
Drivers School 7
VW Gold Cup Laguna Seca 8
Riverside National 10
Phoenix Pro Ford 13
Riverside Regional 14
Gratten, Michigan National 16
About Abarth 18
Directory 19
Classifieds 20
Late News 21
Results 21

STAFF:

PUBLISHER: Dick Cooney

EDITOR: Ed Pitz

DESIGN DIRECTOR: Michael Vannatter

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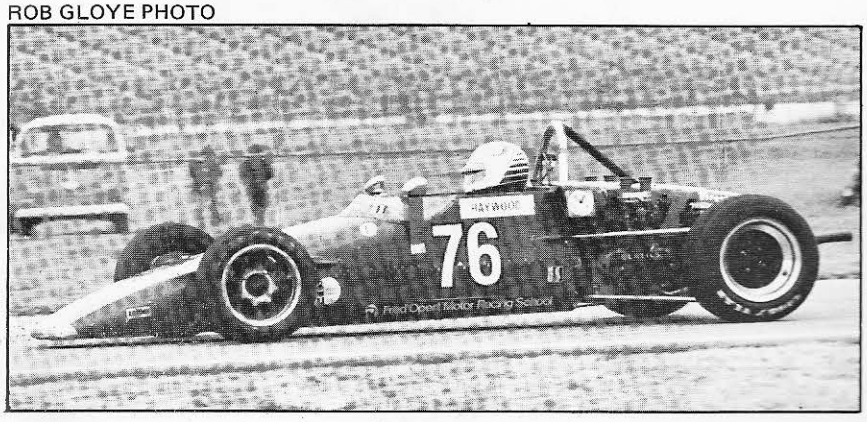
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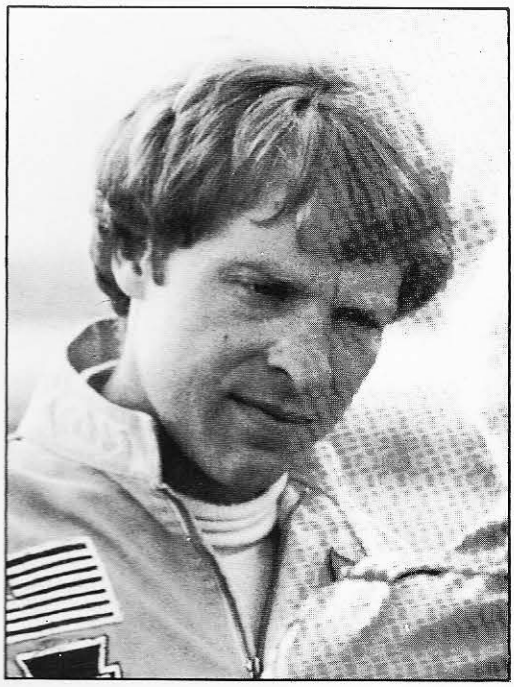
Bill Pryor in his Dairy Queen/Pepsi Cola Lear winning Riverside's Regional.

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VW GOLD CUP ROUND IV

ROB GLOYE PHOTO



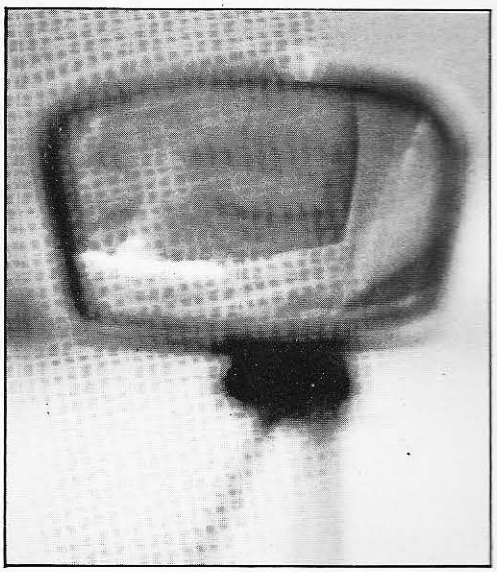


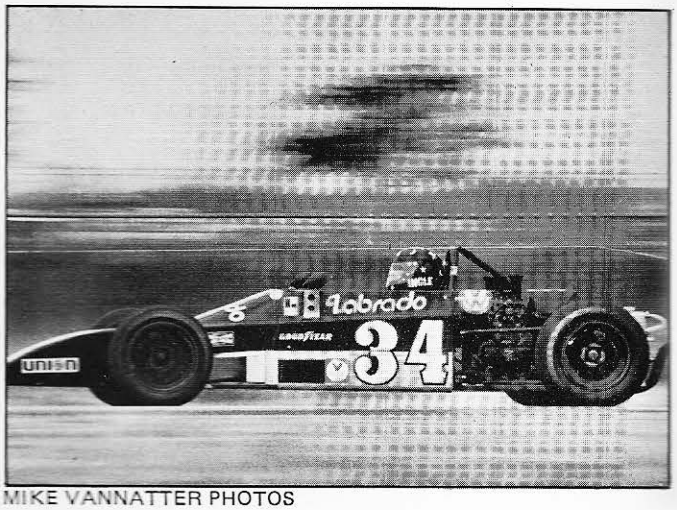
HURLEY HAYWOOD'S SUPERNOVA

PROMISING NEWCOMER CHRIS GLEASON

HOWDY'S EYES.

RUNNER-UP HARRY INGLE'S ZINK





MIKE VANNATTER PHOTOS

Ontario

BY ED PITZ

Hurley Haywood, best known for his exploits in Porsche GT and Can Am machinery, collected the top honors at the May 19 VW Gold Cup round at Ontario Speedway. Haywood's Supernova Tui edged Harry Ingle's Zink by 1.09 second to capture the $ 3,350 first prize. Elliot Forbes-Robinson's Lynn charged from dead last on the grid to first but a failing battery caused the ignition to misfire and he drifted back to third place.

Only 21 of the 36 starters received the checker. A first-lap accident eliminated seven cars including Tom Bagley's Royale and Peter Moody's Tui which had qualified well. The red flag was displayed and the race was restarted after a 30-minute cleanup period.

A total of 36 cars arrived for Saturday's four half-hour sessions that comprised practice and qualifying. As usual, the Big Three—— Lola, Tui, and Royale— accounted for most of the entry with the former holding a slight numerical superiority. Howdy Holmes' T252 was entered by Sun Racing while similar versions were driven by Dick Renard (Cronus), Benny Scott (Black American Racers), Randy Lewis (Cronus), and Joe Colontonio. Driving T320s were Alan Turner (Wilbur Bunce), Bill Robinson, F5000 driver Warren Flickinger, and Louis McAlpine. Lee Mueller drove a new T322 entered by Joe Huffaker.

The Royale challenge was headed by the Bill Scott Racing RP-18s of Richard Melville, Bill Neuhoff, Peter Moodie, and John Barringer. Similar examples were fielded by Ray Heppenstall for Walter Wilkins. Road Atlanta winner Tom Bagley entered his Bagley Preparations RP9 with additional types run by Wally Farrell (Aries Competitions) and Richard Simis.

The Tui lineup was strong. BH4s for Peter Moody and Sweden's Bror Jaktlund and BH4, completed the Friday before, was driven by Dick Cooney. Tom Reddy's Montgomery VW/PA BH3 was on hand while Don Schoeny ran his similar machine.

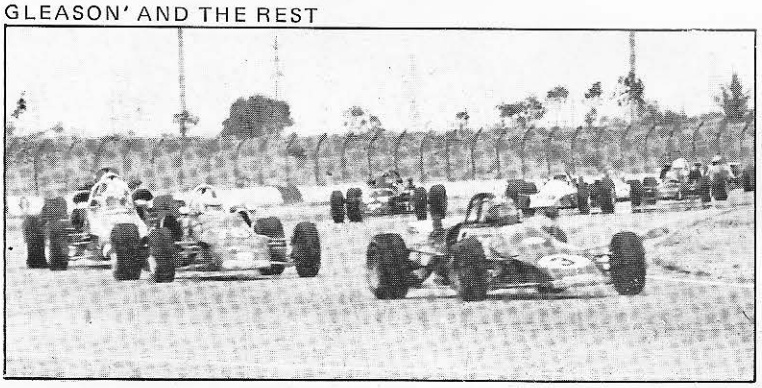
The works Zink was in the capable hands of Harry Ingle while a privately entered, older bersion was driven by Ralph Roberto. Two locally built Ventures were present; FF hotshoe Dennis Firestone acquired Tom Woolton's machine for the occasion and the other was driven by Max Schowengerdt.

Completing entry were points leader Elliot Forbes-Robinson's Pharr Yarns

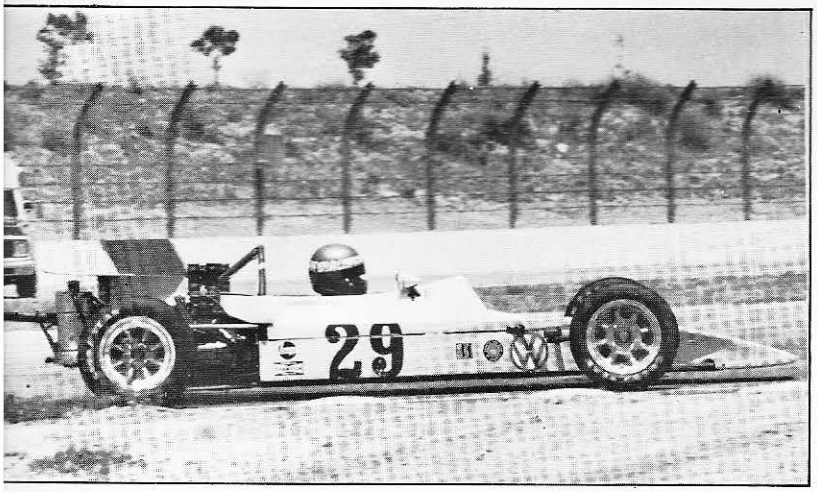
TOM REDDY'S TUI BH3 IN PRACTICE.



LAP 3: HOLMES LEADS HAYWOOD' GLEASON' AND THE REST



THE LYNN:





MIKE VANNATTER PHOTOS ELLIOTT FORBES-ROBINSON LOOKS ON.

Lola based Lynn, Tom Evans' Lavia PA LeGrand, Chuck Montague's Crossle 24 SV Dennis Blackwell's Zeitler, John Kalagian's Lynx, and Pete Pittman's Pittman.

The biggest surprise in qualifying was Forbes-Robinson's ill fortune. A variety of problems, including a broken rocker arm, oil leaks, and a flat tire, prevented him from qualifying and he was relegated to 33rd on the grid.

Taking the pole was Harry Ingle whose time of 1m. 57.001s. would have put him on the front row of the BT event! Howdy Holmes took the other front row spot at 1m. 57.328s. the second row was all Tui, Hurley Haywood recording 1m. 57.474s. to Bror Jaktlund's 1m. 57.525s. Bagley was the last to break into the 57s, his Royale posting 1m. 57.980s.

Mueller and Gleason were next up, both stopping the watches at 1m. 58.108s., while Richard Melville got down to 1m. 58.870s. Alan Turner's Lola was the last car under the two minute barrier with 1m. 59.709s. Dick Renard improved to 2m. 1.296s. before running out of gas. Tom Reddy was unusually far back, starting 15th at 2m. 1.660s. Firestone lacked power on the straight but his expertise elsewhere gained him a mid-field starting position.

At the back was E-F-R but he was in good company for Cooney, Lewis, and Wilkins had also suffered engine troubles on Saturday. Cooney and his crew lost a night of sleep as they built a new engine

a night of sleep as they built a new motor while Lewis solved his problems with assistance from Burns Engine Services in San Bernardino.

The weather was perfect on Sunday morning as the field rolled out for the pace lap. Richard Simis needed a push-start and got away some distance behind the rest but, as things turned out, this may have been good luck in disquise.

The field was tightly bunched at the start and Holmes, Haywood, and Ingle led into the first turn. At the second corner, where the road course branches away from the oval, all hell broke loose. Seven cars were eliminated in the ensuing melee and several others spun or took violent evasive action. Peter Moody's Tui, Dennis Blackwell's Zeitler, and the Royales of Tom Bagley, Peter Moodie, Bill Alsup, Wally Farrell, and John Barringer were through for the day although, fortunately,

none of the drivers were injured.

The red flag was waved and everyone got a half-hour break while the bits and pieces were swept up. As the 29 survivors moved toward the green, Wilkins and Lewis dropped out of line too quickly to satisfy the officials; nobody caught Lewis' number but Wilkins was presented with a $ 75 fine after the race.

Alan Turner absolutely flew from the fourth row to take the initial lead from Haywood and Holmes as Ingle was swallowed up in the pack The Wilbur Bunce Lola remained in front to lead the first lap from Holmes, Gleason, Haywood, Mueller, Melville, Jaktlund, Ingle and Renard. Forbes-Robinson, with 10,000 spectators cheering him on, was up to 10th ahead of Reddy, Newhoff, Lewis, Wilkins, Robinson, Kalagian, Simis, Firestone, and the rest.

On the second lap, Gleason won the four-car drag race around the first turn with Haywood, Holmes, and Turner slotting in behind. Melville and Ingle were next up but were about to be overhauled by Forbes-Robinson. Mueller's Lola was running cleanly and he was about to make the first of several pit stops.

By the third lap, it was apparent that the spectators were getting a treat. Holmes moved in front of Haywood, Gleason, Turner, Melville, Ingle, and EF-R. But the fun was not to last; on the fourth trip through turn 20, Holmes' flywheel broke. The Sun Racing Lola slowed abruptly and was used as a launching pad by Turner's Lola which broke its sump while landing. The incident gave Haywood a three-second lead over Melville, Forbes-Robinson, Gleason, and Ingle. A couple of seconds back came Renard and Jaktlund fighting over sixth while Reddy, Lewis, and Robinson (driving superbly after starting at the rear) were haggling over eighth.

Forbes-Robinson went after Haywood and by the seventh lap the Pharr Yarns Lynn was a close second. Going into the first turn, Forbes-Robinson made his bid for the lead and brought the 10,000 spectators on their feet. Haywood responded by looping down to fourth behind Ingle and Gleason, Melville having retired on the sixth lap.

Once in front Forbes-Robinson pulled away quickly and drew out an eight-second cushion by the 12th tour. But it was not to be, however; the next time around, the margin was 6.5 seconds between the leader and second man Haywood who had Ingle in tow. The Lynn's lap times continued to drop and on the penultimate lap Haywood and Ingle overhauled Forbes-Robinson. The Zink driver tried very hard on that last exciting lap but Haywood remained in command to score his first single-seater victory by 1.09 seconds.

Forbes-Robinson coasted into third; his hat-trick attempt had been spoiled by a failing battery which had caused the ignition to misfire.

Bror Jaktlund edged Gleason in a good dice for fourth. Renard had spun at the halfway mark and had dropped back into the Robinson-Reddy-Lewis scramble; Renard finally captured sixth from Robinson, Reddy, and Lewis.

The remaining runners were spread out for most of the race with Wilkins taking 10th ahead of Newhoff. Kalagian managed 12th despite a closing effort by Firestone while Cooney was next up with a down-on-power motor.

Despite his misfortunes, Forbes-Robinson still holds an impressive margin in the points standings with 67 points. Bagley and Haywood are tied for runner-up with 35 points apiece while Ingle has 33.

Ontario VW Gold Cup
May 19, 1974
16 Laps — 51.10 Miles

1.	Hurley Haywood	Fred Opert Supernova Tui BH3
2.	Harry Ingle	Zink Mfg. Zink Z-10
3.	Elliott Forbes-Robinson	Pharr Yarns Lynn
4.	Bror Jaktlund	Fred Opert Supernova Tui BH4
5.	Chris Gleason	Fred Opert Supernova Tui BH3
6.	Dick Renard	Cronus Lola T252
7.	Bill Robinson	Aries Competitions Lola T320
8.	Tom Reddy	Montgomery VW/PA Tui BH3
9.	Randy Lewis	Cronus Lola T252
10.	Walter Wilkins	Wilkins Chevrolet Royale RP18

Fastest Lap — Forbes-Robinson — Lap 7— 1m. 57.113s.

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To enter motor racing, the aspiring newcomer is allowed to choose from several approaches. At the top end of the scale, he can invest several thousand dollars in a full race-prepared machine; this can be a very expensive mistake if he finds out that driving isn't his cup of tea. Many have.

Then there are the driving schools. On the West Coast, there is the Bob Bondurant School at Sears Point and the Jim Russell School at Willow Springs. In both cases, you can learn the fundamentals of race driving coached by experienced instructors and both are highly recommended.

A third method (and the one I chose) is to rent a car and enter an SCCA driver's school. From Pacific Formula, I rented a Lotus 51 and, in retrospect, it was an excellant choice. It was quick, it handled predictably, and it was very forgiving. Most important of all (from a driver's school standpoint), it was reliable; I logged in 4½ hours of on-track time and the engine never missed a beat.

DRIVER'S SCHOOL

(In the Turn 8 Weeds and Elsewhere)

BY ED PITZ

Saturday found us running the short course and my first session was the busiest time of my life. I tried to watch the road, the instruments, the corner workers, my mirrors, and my gearbox at the same time. On my third trip up the esses, the road was flying under my wheels and I thought I was really getting it on. Then I glanced at my mirrors and wondered what all those Vees were doing on my tail.

Happily, things improved as the sessions wore on. I grew accustomed to my new environment and the learning process began. I discovered that turn 2 is blind and flat-out and requires a lot of practice; that turns 6 and 7 are very demanding; that 7A has a critical bearing on backstraight speeds; that turn 9 can be taken faster if you ignore that wall.

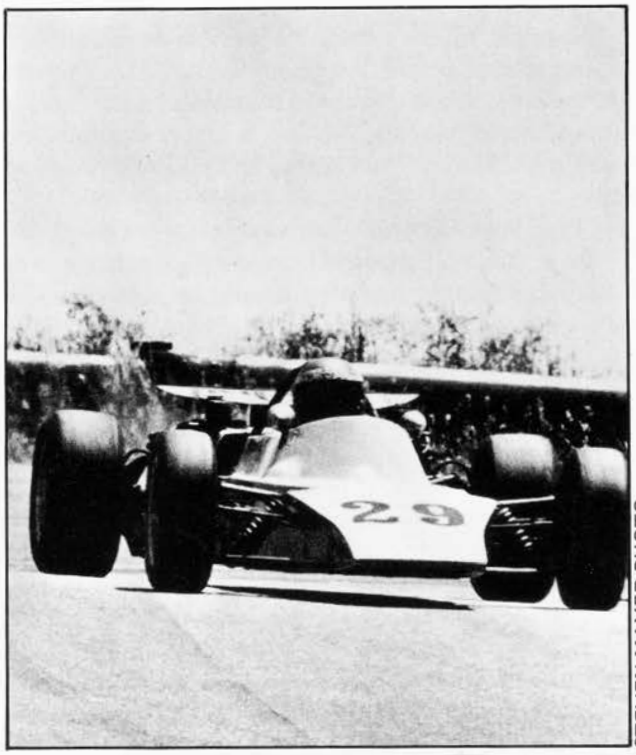
On Sunday we switched to the NASCAR circuit which made turn 6 far more amiable and introduced us to turn 8, an acute, off-camber right-hander leading onto the long backstraight where you can sit back and read the GCR.

My corner lines were good but I was lacking speed so I started to brake a little later and get on the loud pedal a little sooner. Now I know why all those National cats are sweating when they finish a race.

The pair of five-lap races (the first was just a sprint while the second counted for all the money and points!) were great fun. In the heat of competition, I ran my best laps of the weekend and discovered the joy of passing cars.

The second heat found me spinning at turn 8. I was trying to out-brake another car when he slammed the door in my face. Eventually I found first gear, spit the weeds out of my mouth (they tasted lousy), and went on my way.

By the way, I didn't have a salad with my supper that evening.



ELLIOTT FORBES-ROBINSON DID IT AGAIN

STEVEN MAYER PHOTO

LAGUNA SECA

BY DICK COONEY

The weekend of May 11-12 saw the Volkswagon sponsored Gold Cup Series for Super Vees move to the west coast. The annual October date at Laguna Seca has been forsaken in favor of the new May weekend run as part of the I.M.S.A. Triple Crown—including G. T. cars and Baby Grands.

Laguna Seca Raceway located about three miles west of the Monterey penninsula is one of the most beautiful circuits in the U.S. and thanks to heavy rains this spring was complete with a large lake in the center of the infield.

Laguna Seca is also a track which is known to take a heavy toll on machinery. If one leaves the road at speed it is an excellent idea to have a spare chassis on on the trailer and it wouldn't hurt to have your personal physician on the crew either.

Because of the uniqueness of the track people either really like it or they hate it. The former group has to be headed by Elliot Forbes-Robinson. Elliot won the Super Vee Gold Cup here in October 73. To prove this was his private domain, he not only qualified on the pole, but led every lap winning the race by a margin of 26.95 seconds. As if this were not enough he also won the first of two 100 mile heats for G.T. cars in a Porsche Carerra and took second in the other heat.

Back at the start of the weekend in the opening practice sessions everyone, especially those having their first run at Laguna Seca, were busy changing gears and raising ride heights and fun things like that.

Qualifying employed a new system whereby the fastest 16 cars in the timed sessions were given the first 16 grid spots, with the remaining cars having to thrash out a grid position determined by the finishing order of the qualifying heat. The first group was headed by Elliot Forbes at 1:09.033 followed by Jamacian Richard Melville at 1:09.786. The 1:10's had guests headed by Tom Reddy. Hurly Haywood, Turner Woodard. Howdy Holmes, and Alan Turner. In the 1:11's were Bror Jaktlund, Frank Maka, Tom Evans, Chris Gleason, Harry Ingle, and Tom Bagley. The three remaining escapist from the qualifying heat were Moodie, Bill Robinson, and the other Moody.

The front row of the qualifier was headed by Bill Alsup and Mr. Neuhoff's Royale. In eighth spot was Fred Phillips who had done front of the pack times in the first practice but encountered problems during the time sessions in the form of no left rear corner.

The start of this race was in true Super Vee and Laguna Seca fashion with a four car melee ensuing at turn No. 2, a flatout sweeper with curbs. Above the dust was Freddy Phillips Tui doing about every gyration conceiveable. It came to rest with tub and roll bar intact but sans suspension. Phillips was taken to the local hospital with a pinched nerve in the neck but was soon released. Several other cars were also involved.

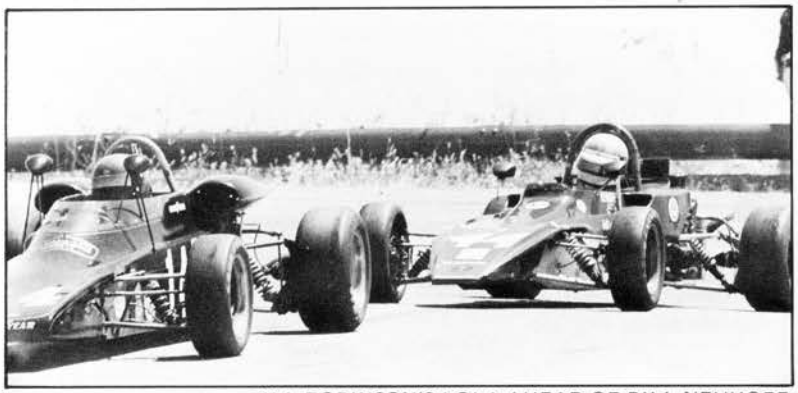
The finishing order was Bill Neuhoff's Royale, Chuck Montague's Crossle, and Dick Zibert's Lola. Sundays warm up saw



THE BATTLE FOR THIRD. ALAN TURNER OVER HARRY INGLES.

ELLIOTT FORBES-ROBINSON ON THE GRID.





BILL ROBINSON'S LOLA AHEAD OF BILL NEUHOFF.



HOWDY HOLMES, A SURPRISING 2nd.

STEVEN MAYER PHOTOS

Turner Woodard removed from his No. 5 grid spot after a go at the Armco in turn No. 3 in which the Tui lost.

The money race on Sunday proved to be not up to S/V standards of heavy competition. Elliot led from flag to flag. The best action was the battle for second between Reddy's Tui and Melville's Royale. Unfortunately this action ceased in turn 9 with both competitors stuck in the haybales. This left Hurley Haywood in second. Finishing third was Alan Turner who held off Harry Ingle's Zink for the entire distance. In fifth was Howdy Holmes. The remaining half of the top ten in order were Frank Maka, Bror Jaktlund, Tom Bagley, Randy Lewis, and Tom Evans.

All in all not a bad race—but then again not a good race. Perhaps the hectic schedule of races one week apart is starting to show, but the competition level is down from Atlanta. Last years series champ Bertil Ross was not entered due to a dispute over the black flag incident at Lime Rock. Lee Mueller was expected to add some heat, but DNS due to vibration problems in the new Lola . Flick Flickinger was to debut his new Lola but insufficient test time sidelined this effort.

The gold Cup Series has now completed three rounds with another at Ontario next week. Several things are becoming apparent. First Elliot Forbes-Robinson is the man to beat for the championships. Second Tom Bagley and Hurley Haywood have the only reasonable odds to challenge him. Third, as in its first three years, the series is wide open as far as competitive chassis and motors are concerned.



ROB GLOYE PHOTO



MIKE VANNATTER PHOTO

Shirey Doubles At Riverside.

BY ED PITZ

Cal Club's Memorial Day weekend extravaganza at Riverside was just that. The three day Regional/National garnered a massive single-seater entry that provided some competitive racing in the six events. Besides each other, the drivers also had to cope with sweltering heat that caused a great deal of physical and mechanical discomfort.

The pole went to Dennis Firestone's K.K.W. Titan, the points leader posting 1m. 58.649s. on his final qualifying lap. Bob Earl's Bondurant Royale should have been next, having led the first session times at 1m. 58.7s.; however, his Regional accident forced him to arrange a ride in the spare Dulon in which he qualified 11th.

Dave Parke's works ADF aquired the outside pole at 1m. 59.009s. with Chuck Pittenger's MRE only .120-second slower. Pittenger now has John Shankle watching over his engines so it appears that his days of non-starting are over.

Regional winner Richard Shirey's ADF was Fourth on the grid at 1m. 59.431s. followed by the Lolas of Tom Gloy (2m. 00.023s.) and Bob Blackwood (2m. 00.112s.). International Racing Stable's Bill Pugh did 2m. 00.222s., the Dulon team now using a front radiator set-up to check their heating problems. Rick Paronelli, still using the elderly McNamara, was clocked at 2m. 00.575s.

46 of the 49 entries posted qualifying times but 10 cars failed to show on the pre-grid, the most prominent being Dick Ferguson, Phil Krueger, Rob Kolowich, Tim Ireland, and Roy Nelson.

The green flag signaled the start of one of the most thrilling FF events in Riverside history.Parke outdragged Firestone and the rest into the first turn and the works ADF completed the first lap with a three-foot lead over Pittenger, Shirey, Firestone, Gloy, Blackwood, Paronelli, Pugh, Steve William's Royale, and Ed Hoffman's Lotus.

The top six quickly broke away from the others, Pittenger leading the two ADF's over the line for the second time. Pugh and Paronelli settled down to argue over seventh ahead of a wild free-for-all between Barry Blackmore's Lotus, Ed Hoffman's Lotus, the Merlyns of Dave Putnam and Sam Nicolosi, and John Benton's March. Bob Earl's Dulon ran at the back of this group before retiring on the fifth lap.

The lead action was tremendous. Shirey led the third time around with Pittenger all but stealing it on the line. Parke and the two Lolas were in close attendance while Firestone was dropping back slowly to retire with engine problems on the seventh lap.

Gloy had a moment at turn 8 on the sixth tour and settled into fifth which became fourth when Parke disappeared two laps later; the ADF's engine had puked out on the circuit. Shirey took over for two laps and with two laps remaining, Blackwood, Pittenger, and Shirey crossed the line side-by-side. Shirey was back in front to start the last lap and all eyes were focussed on turn 9.

It was Pittenger leading by a length from Shirey through turn 9 and the shouting began. The ADF drifted to the outside for the final drag race and, in desperation, Pittenger swerved in an attempt to ward off the pass. Shirey wasn't interested and took the lead with about 4 feet to spare. Blackwood finished a few lengths further back in third.

Gloy was a very happy fourth while Paronelli cruised into fifth after Pugh pitted to fix, of all things, a broken visor.

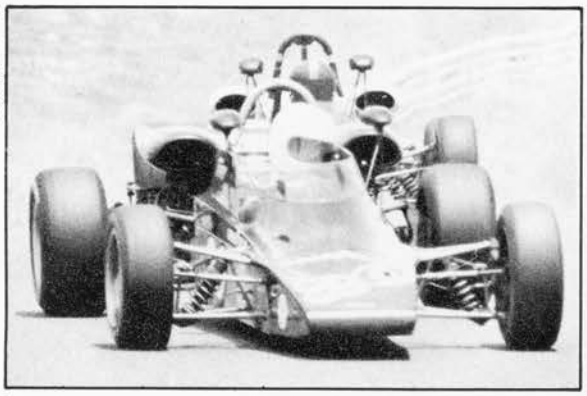
Judging from the enthusiastic carving-up between the next five cars, it's a shame they weren't fighting for the lead. Putnam outraced Nicolosi for sixth while Benton and Blackmore crossed the line together; it appeared to me that Benton got the verdict by a paint-width but that's subject to official confirmation. Hoffman's Lotus brought up the rear and completed the top ten.

BILL PUGH'S MODIFIED DULON
DAVID PARKE'S ADF (99) LEADS





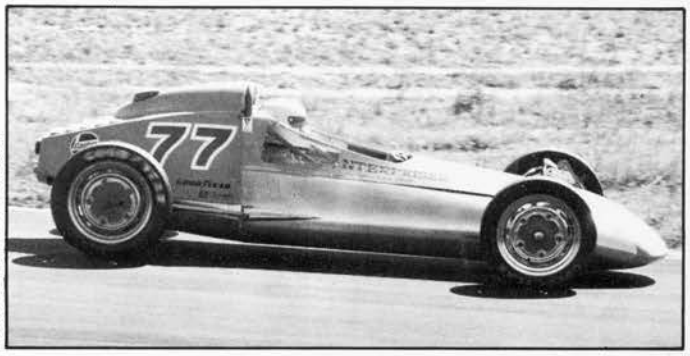
ALAN TURNER
AND
FRANK MAKA
SCRAPPING FOR
SECOND IN F/SV





NATIONAL WINNER
MIKE BRAYTON'S
EAGLE

ROB GLOYE PHOTOS



JON MILLEDGE'S GRD WITH THE
THROTTLE LINKAGE STILL IN PLACE'

BOB KLINGLER'S POTENT KWIC



MIKE VANNATTER PHOTOS

Riverside FF National
May 27, 1974
(Provisional)

1.	Richard Shirey	Shirey ADF II 24m.52. 120s. (98.174 mph)
2.	Chuck Pittenger	Cuddy/Shankle MRE
3.	Bob Blackwood	Blackwood Racing Lola T340
4.	Tom Gloy	Gloy Racing Lola T340
5.	Rick Paronelli	Corsa Works McNamara
6.	David Putnam	San Jose Friction Materials Merlyn MK 11A
7.	Sam Nicolosi	Nicolosi Merlyn MK 25
8.	John Benton	Benton March 739
9.	Barry Blackmore	Darmor Associates Lotus 69F
10.	Ed Hoffman	Hoffman Lotus 61

F/SCCA National

The F/SCCA round attracted a large field but, with Jon Milledge's F/B GRD at the front, nobody else really expected to get a look in.

Bill Baker's F/A Lola led the first lap before crashing at turn 8. Mike Brayton's F/A Eagle took over and, hotly pursued by Milledge, stayed in front for the rest of the race. In the course of his chase, Milledge set a new F/B lap record of 1m. 50.613s.

Bill Cooper's F/B March ran third until half distance when it was overhauled by Len Funeau's F/A Surtees. The Surtees driver was making up time after a first lap mishap had dropped him to 15th.

The real action was behind—in fifth place. Pete Halsmer's F/B Brabham flew up from the eighth row of the grid to hold fifth for most of the race despite attention from Don Breidenbach's March 732 and Jim Hall's March 722. On the final lap, Halsmer dropped behind the March twins only to go off the road while lapping Josef Scott's Surtees on the final tour. Mayberry went on to take the verdict by a fraction.

Bill Robinson's Lola T320, which seems to improve with each outing, was untouchable in the F/SV class and, in fact, was mixed up in the fifth place battle for several laps. The similar machines of Alan Turner and Frank Maka were a healthy distance behind at the checker.

After spending a year on the sidelines, Tom Crowther returned to competition with a March 722 and finished fifth in F/B. Don Inferrera's F/A Lola T140 ran as high as fourth overall in the early laps before slowing with mechanical prob lems; he placed 11th with Frank Monise's Brabham BT29 spending the last two laps vainly trying to pass Bob Austin's elderly Lotus carried off the F/C trophy.

Riverside F/SCCA National
May 27, 1974

1.	Mike Brayton	Brayton Racing Eagle F/A
2.	Jon Milledge	Archie Snider GRD 273 F/B
3.	Len Guneau	American Racing West Surtees F/A
4.	Bill Cooper	Cooper March 722 F/B
5.	Jim Hall	Swanson Motor Racing March 722 F/B
6.	Don Breiden-bach	D.L.B. Ind. March 732 F/B
7.	Bill Robinson	Aries Racing Lola T320 F/SV
8.	Alan Turner	Wilbur Bunce Lola T320 F/SV
9.	Frank Maka	Maka Lola T320 F/SV
10.	Tom Crowther	Don Pollard March 722 F/B

F/Vee National

Formula Vee should be renamed Formula K for Klingler. He stormed off for his fifth straight win at the wheel of his Kwic. His previous victories came in the face of stiff opposition; on this occasion, there wasn't any.

Bob took the pole as expected, his time of 2m. 15.867s. being some five seconds under the lap record. Harvey Staab's Zink was a distant second at 2m. 17.785s. Herbert Brownell and Larry Wilson puttheirZinks on the second row of the 26-car field.

Brownell took the honor of leading the first lap. Klingler streaked past on the second tour and that was that with the two cars firmly entrenched for the ten remaining laps.

While the first two places were settled, third place was a different matter entirely. The protagonists were the Zinks of Larry Wilson and Harvey Staab, Brent Milner's Lynx, and Andy Burgraff's Beach. On most laps, they were three or four abreast over the line with Wilson marginally in front and it was he who finally captured third. Milner was about this far behind in fourth ahead of Burgraff and Staab.

Seventh place was the object of another four-car dice between Ron Jones' Kellison, Robert Booth's Cheetah, and the Bandidos of Tim Kuykendall and Jerry Barker. Barker and Booth drew away from the others shortly after half-distance and the Cheetah won the scrap on the final dash.

Jones and Kuykendall were overhauled by John Prediger's Caldwell with three laps remaining the Caldwell had the edge over the others at the finish although all three were side-by-side at the checker.

Riverside F/Vee National
May 27, 1974
(Provisional)

1.	Bob Klingler	Wild Enterprises Kwic 27m. 52.159s.
2.	Herbert Brownell	Zinkarrella
3.	Larry Wilson	Wilson Zink
4.	Brent Miller	IAP Volks-Work Lynx
5.	Andy Burgraff	Burgraff Racing Beach
6.	Harvey Staab	Staab Zink
7.	Robert Booth	Safety Braker Cheetah
8.	Jerry Barker	Bandido Racing Bandido
9.	John Prediger	Dune Buggy Supply Caldwell
10.	Tim Kuykendall	Kuykendall Bandido

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PHOENIX PRO FORMULA FORD RACE

BY ED PITZ

After three years of trying, Richard Shirey entered the winner's circle in the best possible manner. Starting from the pole, his bright yellow ADF led all the way to win the Formula Ford event at the May 11-12 Phoenix Pro Races.

The race was part of a joint operation between Arizona Border Region of SCCA and the Arizona Racing Association which sponsored a 50-lap event on the oval for their sprint cars. A certain amount of ribbing developed between the two factions; the top sprinters just broke the 31s. barrier in qualifing and threw out a challenge to the "funny cars." In road racing trim, the Fords got into the 34s. bracket and the general consensus was that a good F/B would do the trick.

The Merlyn marque held the edge in terms of numbers. MK. 25s were entered by Sam Nicolosi and Mike Goodwin, the latter having purchased Dick Cooney's machine. Bob Hunsaker and Tom Anderson ran MK 24s while MK 11s were on hand for Mike Conley, Phil Caliva, and Tom Ebberts.

The Lola camp looked very strong with T200s for Dick Ferguson, Jules Williams (having his first race in many months), and Mike Parsons. Driving T340s were Ed Freutel, Lou Hodges, and newcomer Billy Scyphers.

Lotus hopes rested on Barry Blackmore's quick 69 and the 61s of Bob Vella and Rich Gaulding. Also present were Caldwells for Jim Igleheart, Jim Munch, and Bill Baker. David Whitney and Ed Mertz composed the Titan effort while singleton entries were provided by Richard Shirey's ADF, Steve Williams' Royale RP16, Ray Blomster's LeGrand, Bob Mikkelsen's Winkelman and Bill Allen's Alexis.

Blazing heat was the order of the weekend (the thermometer hovered around the century mark both days) and cooling was a definite problem; most of the cars were registering well over 200 degrees water temperature. As expected, the Shirey-yellow ADF captured the pole at 1m. 48.0s., some .8-second faster than Steve Williams' Royale. Jules Williams, running rears on all four corners, recorded 1m. 50.2s. while Ferguson's best was 1m. 50.9s.

Scyphers, a familiar name in Northern California modified circles, turned in 1m. 51s. while Blackmore also recorded the same time. Goodwin should have been next but he didn't make the lineup after crashing heavily during Sunday morning's warmup. Vella took the Merlyn's place on the grid with Whitney, Mertz, Parsons, Freutel, Gaulding and the rest lined up behind.

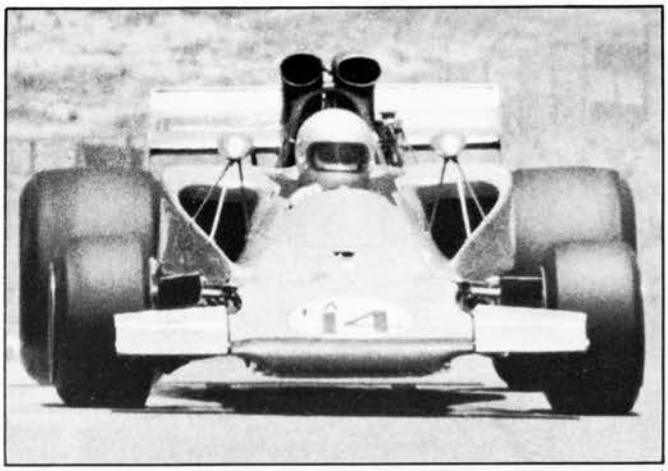
Nicolosi was at the back of the grid; after running a few practice laps on Saturday, he discovered water where it shouldn't be and spent the rest of the day with a hefty repair bill on his mind. A Sunday morning diagnosis revealed a damaged intake manifold gasket and the fault was corrected with time to spare.

When the green flag dropped, there was quite a scramble in the first turn. Shirey took the lead with Ferguson falling into second after briefly coming alongside the ADF. Steve Williams dropped to fifth behind Blackmore and Whitney, the latter making a real flier from the fourth row.

Shirey made a clean break and led by a second after one lap while Blackmore had ousted Ferguson; the pair had swapped places three times in the last three corners. Whitney had dropped to sixth behind Scyphers and Steve Williams and was heading Vella, Jules Williams, Mertz, Hodges, Conley, Freutel, Nicolosi, and the rest.

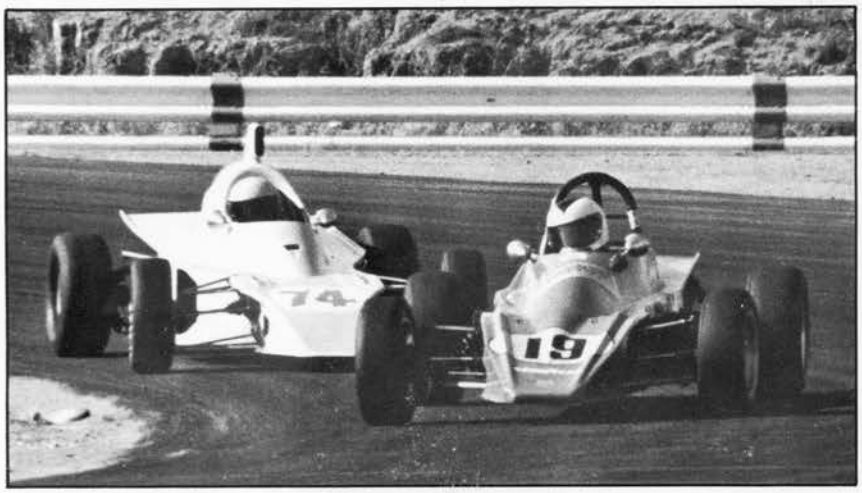
With the ADF gaining two or three seconds a lap, attention focussed on the battle for second; Ferguson and Blackmore were playing musical chairs everywhere on the course and there was physical contact between them on more than one occasion. Scyphers was three seconds behind and gradually overhauling them as the race progressed. Nicolosi and Conley surfaced at the head of the next group and drew clear as disaster struck. A mishap at turn 9 resulted in Whitney's Titan climbing over Rich Gaulding's Lotus; Whitney retired to the

(Cont. on page 22)





ROB GLOYE PHOTOS



THE WINNER'S

Riverside Regional

BY ED PITZ

Danny Ongais, best known for his drag racing exploits, put his Lola T300 on the pole at 1m. 49.374s. Don Snider's GRD, the only F/B in the top five, took the other front row spot at 1m. 53.004s. The T300s of John McDonald and Bill Baker composed the second row while Bruce Russell's Lotus 70 and Philip Ribb's March 722 next up.

Ongais powered into the lead at the start and was never headed. Bill Baker ended up a secure second after briefly dropping behind Mike Brayton's Eagle at the halfway mark. Bruce Russell placed fourth.

While the A cars Played follow the leader, the B's put on a good show. Snider led by a wide margin until the seventh lap when a pin fell out of the GRD's throttle slide and ended his effort.

That left the issue a toss-up between Bill Mairs' Brabham BT40 and the March 722's of Steve Jizmagian and Philip Ribbs, the latter driver coming from the back row. Ribbs pulled away in the latter stages while Mairs held off Jizmagian until the final lap when the March's engine let go. Mairs still couldn't ease off for Jizmagian's place was taken by Don Breidenbach's March 732.

Russ Mayberry and Dick Doherty waged a good scrap for eighth in their March 722's; Mayberry was in front at the checker although his opponent near stole it on the line. Frank Maka's Lola took the F/SV win while finishing tenth; Lee Mueller's Lola had led early on before dropping down the order to place 12th overall and second in class. Eric Stromwell's Cooper beat Chris Price's Lotus for the F/C trophy.

Front-runner John MacDonald's Lola T300 had to start at the back following a push-start on the pre-grid. At the halfway point, he was up to fourth overall and had the Baker-Brayton duo in his sights, but he retired with overheating problems on the eighth lap.

Riverside F/SCCA Regional
May 26, 1974

1.	Danny Ongais	Ongais Lola T300 F/A 22m. 20.174s. (106.374 mph)
2.	Bill Baker	Baker Lola T300 F/A
3.	Mike Brayton	Brayton Racing Eagle F/A
4.	Bruce Russell	Russell Lotus 70 F/A
5.	Philip Ribbs	Ribbs March 722 F/B
6.	Bill Mairs	Mairs Racing Brabham BT40 F/B
7.	Don Breidenbach	D.L.B. Ind. March 732 F/B
8.	Russ Mayberry	Swanson Motor Racing March 722 F/B
9.	Dick Doherty	Doherty Racing March 722 F/B
10.	Frank Maka	Maka Lola T320 F/SV

F/Vee Regional

Jerry Lyon's Dairy Queen/Pepsi Cola Lear is a fine Vee and newcomer Bill Pryor drove it superbly in the Vee Regional. Pryor led off the pole and was never headed as he pulled out a seven-second victory margin. A satisfying result for his third Regional.

Qualifying presented indications of a close race in the making. Pryor's time of 2m. 18.862s. wasn't much quicker than Robert Booth's Cheetah which did 2m. 19.088s. Andrew Burgraff's Beach was third at 2m. 19.545s. Wayne Shalamunec's Kellison and Brad Grote's Fiberkit were closely matched, doing 2m. 20.081s., respectively. Leading the rest of the 38 starters were Harvey Staab's Zink, Dick Murray's Bandido, Pete Sharland's Kellison, Tommy Meredith's Autodynamics, and Wayne Somer's Collignon.

While Pryor did his Klingler imitation, Booth and Burgraff got into a scrap for second that lasted the entire 12 laps. It all pointed to a great finish but Burgraff's bid was spoiled on the last lap by a backmarker.

The great finish took place for fourth. This was disputed by a loosely knit group composed of Meredith, Murray, Shalamunec, Staab, Grote, Sharland, and John Prediger's Caldwell, this being the order at half-distance. Murray went missing shortly afterward while Staab, Meredith, and Prediger broke the tow and pulled away. Staab led the last three laps and took the checker with the other pair alongside him; Meredith was awarded fifth over Pridiger although the timers were unable to separate the pair.

Another photo finish marked seventh place with Shalamunec pipping Grote at the post. Sharland was some distance behind in ninth while Dr. Kingsley Fife's Zink came from the 13th row of the grid to complete the top ten.

Riverside F/Vee Regional
May 26, 1974

1.	Bill Pryor	Dairy Queen/Pepsi Cola Lear 28m.26.549s. (83.537 mph)
2.	Robert Booth	Safety Braker Cheetah
3.	Andy Burgraff	Burgraff Racing Beach
4.	Peter Przybylla	Foreign Motors RCA
5.	Tommy Meredith	Meredith Autodynamics
6.	John Prediger	Dune Buggy Supply Caldwell
7.	Wayne Shalamunec	Sierra P+A Kellison
8.	Brad Grote	Orange Fiberkit
9.	Pete Sharland	Sharland Kellison
10.	Dr. Kingsley Fife	Fife Zink

FF Regional

The Ford Regional had the distinction of being the most heavily supported single seater event in West Coast history. Of the 73 entries, 66 qualified and only five of these were no-shows on the pre-grid. Many predicted that it would be the crasheroo of the year but, apart from one or two incidents, everyone behaved themselves.

A 17-second blanket covered the top 60 qualifiers with the pole going to Richard Shirey's ADF at 2m. 00.146s. Bob Earl's Bondurant Royale was close astern at 2m. 00.297s. On the second row were Bill Pugh's International Racing Stables Dulon and Tom Gloy's Lola T340—followed by Tom Sauerbrei's Titan MK.6c and David Parke's ADF.

The start was sheer spectacle; the leaders were around turn 2 before the back rows had passed the starter's box! Earl took the initiative from Shirey with Pugh and Gloy close behind during the first two laps; from that point, it was strictly a two-car race with the Royale staying in command most of the time. Shirey led by a fraction after seven laps; after eight rounds, the ADF was all alone. At turn 4 under a yellow flag, Earl collided with Jeff Tousley's Hawke and both cars were eliminated for the rest of the weekend.

Shirey went on to post his second consecutive Regional win. Pugh took second well ahead of Parke after Gloy retired with overheating on the sixth lap.

Fourth place was the subject of some heavy action. Sam Nicolosi's Merlyn led the last five laps past the pits but just barely. Robin Jackson's Royale nosed out Tom Sauerbrei for fifth and took a one-point lead in the regional standings. Jim Shopneck's Titan was right behind. Ed Freutel's Lola just managed eighth, a hard try by Billy Scyphers similar machine failing by a foot.

Al Seargeant's Lotus captured tenth after a race-long struggle with David Whitney's Titan and Ray Stephen's Lola. Wayne Dodge's Merlyn was involved in this dice before his retirement on the last lap.

41 additional cars were running at the finish with battles running all the way down the order. Among the stand-outs was Phil Krueger's Royale which started on the back row and placed 23rd. Ex-kartist Jim Rutland's Lotus 51 suffered throttle problems on the pace lap and restarted some 15 seconds behind the pack; he eventually placed 29th in a fine Regional debut.

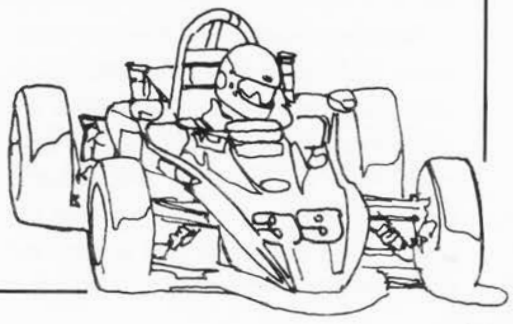
Undoubtedly, the mechanical achievement award went to the Dennis Firestone team. Mechanic Bob Sampo assembled a new engine in three hours on Sunday after problems were found in the original motor. The Titan was wheeled to its fourth row grid position with a few minutes to spare. Firestone lost two laps after pitting on the pace lap; he resumed racing and ran with Parke for several rounds before retiring with a slowly deflating tire.

Riverside FF Regional
May 26, 1974

1.	Richard Shirey	Shirey ADF II 24m. 36.644s. (96.543 mph)
2.	Bill Pugh	I.R.S. Dulon MP15B
3.	David Parke	Automotive Developments ADF I
4.	Sam Nicolosi	Nicolosi Merlyn MK25
5.	Rob Jackson	Swanson Motor Racing Royale RP16
6.	Tom Sauerbrei	Sauerbrei Titan MK6C
7.	Jim Shopneck	Cask & Cleaver/Cannon Headers Titan MK6
8.	Ed Freutel	Robinson & Lamey Lola T340
9.	Billy Scyphers	Telanion Racing Lola T340
10.	Al Seargeant	Seargeant Lotus 61

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Gratten, Michigan National 5-12-74

By Bernard Devito III

VINCE MUZZIN TAKING CARL LIBICH.
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No. 41 WALKER AND WEITZHOF No.67.

The May weekend for the first National race in the Central Division appeared to be an exciting one. However with the rain marred qualifying session Saturday and thundershowers predicted for Sunday the outlook seemed rather dim.

Saturdays qualifying did get off to a pretty good start with times a few seconds slower than usual. This was due to the rain run-off areas that cross over the track which left the track pretty slick. Before these areas even had a chance to dry the rain came and then stopped again. Nobody knew what tires to run. Although nobody set any records Saturday they did get a chance to feel out the track and their cars.

Sundays qualifying session, under bright blue skies, lead to much better timings. Jim Harrell, Cen. Div. champ (Nat.) two years ago had his Zink back in shape after having front suspension problems Saturday. But only after a few laps Jim's engine blew after his throttle stuck open. From the times we did get on Jim Saturday we were looking for him up front for the race Sunday, but everybody has their "days." Along with Jim we had another "Hot-Dog" there, Vince Muzzin, last years Cen. Div. Nat. champ. Vince qualified Sunday in his new Lola with a 1:33.2 placing him 8th on the grid.

In the pole position was Steve Lathrop in his new Zink timing in at 1:30.8. Gary Hackbarth Cen. Div. Reg. champ was next at 1:31.3 in his Elden. Third position in a Titan at 1:31.4 was Larry Walker. Larry, also had some of the fastest times in Saturdays qualifying session David Weitzehof's Royale with a time of 1:31.6 got him 4th position, followed by Tim Evan's Lola and B. J. Swanson's Titan both at 1:31.8.

At the drop of the green Lathrop shot into the lead. After a few laps his lead had increased considerably. Meanwhile Swanson was moving up from 5th position and eventually passing Larry Walker at the end of the straight in turn one, who was running second at the time. Lathrop's lead finally came to an end in turn two when he apparentally went into the corner a little too fast. Anyhow he ended up in the greens. A couple laps later we noticed the engine missing, then a second spin in turn two and Lathrop retired for the remainder of the race.

After Lathrop's first spin Swanson moved quickly into the lead followed by Walker and Muzzin who had picked his way through the crowd from 8th to 3rd position. It appeared Muzzin was set on catching Walker. But it looked like it was going to be Walker 2nd and Muzzin 3rd until Walker ran into some problems with the hairpin. He went off into the grass and somehow shot back across the track where Muzzin was waiting. This put both of them out.

Running 4th at the time was Tim Evans, (who holds the class track record of 1:30.0 set last July)', which now moved him up to 2nd. Evans along with Weitzehof were both running strong and doing a fine job of driving. Evans went on to finish 2nd and Weitzehof 3rd, followed by Billy McConnell and Jerry Schaub. Schaub moved his way up 16 positions to finish 5th after a first lap spin that dropped him to 21st from his 14th gridded position. B. J. Swanson after he took his initial lead, held it to finish 1st and also running the fastest lap of 1:30.4.

GRATTEN F/F NATIONALS-18 laps 36 miles

1.	B. J. Swanson	Titan Mk 6
2.	Tim Evans	Lola T-204x
3.	David Weitzehof	Royale
4.	Billy McConnell	Elden
5.	Jerry Schaub	Elden Mk 10
6.	Doug Akin	Merlyn 11AA
7.	Bruce Sutton	Lola 202
8.	Mark Daniels	Titan Mk 8
9.	Dennis Moothart	Merlyn Mk 25
10.	John Haight Jr.	Race Mk 1

FORMULA V

The Vees as usual had a good size field and some rather stiff competition. Qualifying at 1:40.6 for the pole position was last years Cen. Div. Nat. champ Harold MacDonald in his Mazuro Lynx. Timing in only two tenths behind was Slim Helson's Zink and also Larry Wood's Lynx B at 1:40.8. All three made it to the run-offs at Atlanta last year. Next in a Nickey Lynx was Thomas Stephani at 1:41.0, followed by Fleet Underwood (Lynx B) and Richard Yanus (Autodynamics) both qualifying at 1:41.8. Following closely and qualified for 7th position was Theodore Schroeder (1:42.0).

Wood jumped into the lead on the first lap followed by Helson and MacDonald. By the fourth lap MacDonald had taken the lead only to loose it again to Helson for only one lap. Right about this time Peter Revere had moved up from 10th to 4th position. Schroeder then moved in to take over his position. Still on the move up Schroeder broke up the top three and dropping Wood back to fourth. By the eleventh lap Revere having problems dropped back to bring up the rear. John Haydon, a regional champ last year had moved up from 9th to take over 6th. Just ahead of Haydon and in 5th starting from 12th was Harvey Templeton from Tenn. in his Shadow Fox. Harvey doing a fine job held on to 5th to the finish. Schroeder moved up one more taking 2nd away from Helson. Although Schroeder tried hard he just couldn't catch MacDonald who eventually finished 1st. It was also noted that both MacDonald and Helson, who finished 4th had the fastest lap times of 1:39.6.

A couple of other drivers also doing a fine job was Ralph Ridge and Gerald Baker. Ridge, apparentally had some problems during qualifying and was gridded 20th and Baker 21st. Both of them moved up eleven positions to finish 10th and 11th.

GRATTEN F/V NATIONALS-18 laps 36 miles

2.	Ted Schroeder	Lily
3.	Larry Wood	Lynx B
4.	Slim Helson	Zink
5.	Harvey Templeton	Shadow Fox
6.	John Haydon	Autodynamics
7.	Thomas Stephani	Nickey Lynx
8.	Jerry Peterson	Treuhaft Zink
9.	Ralph Ridge	R-3 Lynx
10.	Gerald Baker	Lynx B

FORMULA A, B, C, SV

The field for each of these classes were fairly small. Of the four Formula A's gridded, only three started. Jim Gutfreund hit an embankment with his Lola T330 in qualifying Sunday which put him out. Tuck Thomas in his new Lola T-332 qualified in at 1:27.8 for 2nd position. Winning the pole position in a Rondell Brabham BT38 was Chuck Dietrich. His closest competition was Bruce Cambern's March 712 at 1:29.6. Followed by Dan Carmichaels Brabham BT40 FB and Patrick Nelson's Cavia Lotus 27 FC at 1:33.8. The fastest qualifiers of the FSV's was John Clark Mills. (1:34.2)

At the start Thomas took the lead and held it to finish 1st in the FA class. Thomas also had the fastest lap, of 1:23.4 setting a new class track record. Dietrich followed Thomas, who shot into an early lead to finish 2nd overall and first in his class with the lap time of 1:26.2. The only real dicing was between Norman Kirnberger and Patrick Nelson in the C division. Norm held the class lead for 8 laps then Pat took over, two laps later Pat spun and Norm went onto finish 7th overall and 1st in his class.

Fred Markoff gridded 10th in his FSV, finished 1st in his class and 5th overall. He had the fastest lap time of 1:29.0 after qualifing in at 1:42.8.

GRATTEN F/A,B,C,S/V NATIONALS

1.	Tuck Thomas	Lola T-332 FA
2.	Chuck Dietrich	Rondell Brabham BT38 FB
3.	Bruce Cambern	March 712 FB
4.	Howie Fairbanks	McLaren MK10 FA
5.	Fred Markoff	Oron Racing Lola FSV
6.	John Clark Mills	Lynx Type "D" FSV
7.	Norman Kirnberger	Brabham BT-21-B FC
8.	Ed Kasprowicz	Lola T-240 FB
9.	Donald DeMag	
9.	Donald DeMaagd	McKee MK-12-C FA
10.	Dan Carmichael	Brabham BT-40 FB

ABOUT ABARTH

By Al Cosentino

Carlo Abarth certainly loves his work in Torino. Ever since he was a school boy in Vienna, Austria, Abarth has devoted practically all his life first to motorcycles and then automobiles. Carlo Abarth was born in Vienna, Austria on November 15, 1908. Most of the sports car world know Carlo Abarth for his exhaust systems. At the age of 20, Carlo Abarth had successfully produced his first exhaust system for cars in 1928, in Vienna. In the same year he also built his first racing motorcycle and won his first motorcycle race using a Grindlay-Peerless racing engine.

In 1930, Carlo Abarth built his first complete motorcycle with a 250cc engine. It was the first 100% Abarth creation to bear his name. For the next eight years, Carlo Abarth raced and built motorcycles and sidecars for a living. He won the Austrian Championship for solo motorcycles. For five years, he held the Austrian sidecar title, undefeated, until he retired from motorcycle racing in 1938.

When World War II was over, Carlo Abarth moved to Italy. Abarth said, "There is probably no other country in the world with so few chauffeur-driven cars. The Italians-whether rich or poor-like to drive themselves. Italy is also the least conventional country in the world, so far as cars are concerned. Where else would it be possible to make and sell a 500cc car that is faster than most 1500cc cars made elsewhere?"

In the late 40's, Carlo Abarth and Dr. Hruschka established a firm in Italy to sell Porsche products and patents.

Piero Dusio, founder of Cisitalia racing cars, employed them both. The Cisitalia works closed in 1948 but not before Carlo Abarth had a chance to get experience managing a racing team of Formula racing cars. The Cisitalia Formula (monoposto) cars were driven by many of the greats: Tozio Nuvolari, Piero Taruffi, Hans Stuck, Nino Farina, and others. Carlo Abarth formed his own company ABARTH & CO., TORINO, ITALY in 1949. Several of the key personnel employed by Cisitalia began with Abarth and are still with him today.

Carlo Abarth is semi-retired now. He sold his company to Fiat S.P.A. Torina, in late 1971, and is retained as a consultant. He spends most of his time between his homes in Torino, Italy, Vienna, Austria and the Riviera.

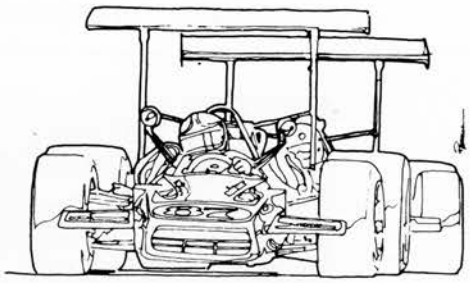
Abarth was no stranger to Formula car construction. His first year as Abarth & Co., he fielded three Formula cars using modified Fiat 1100 engines.

(MODERN DAY)

Abarth & Co. produced no Formula cars for open road competition from 1950 until late 1963. The modern day Abarth Formula III car had a 1000cc powered all Abarth DOHC engine. In 1964, the same Abarth was entered in several Formula II events driven by Franco Patria and Hans Hermann. The next Abarth Formula cars were built especially for World and International dragging records. Engine sizes were 750, 1000 and 2000cc special cars were built for each engine size. They all set records and Abarth took part in the driving along with Klaus Steinmetz, and Hans Ortner. The Abarth 2000cc Formula grew into a serious venture on the part of Abarth & Co. to prepare it for Formula I racing. Peter Shetty employed by Abarth in 1968 and 1969 was involved in the testing of the car which he was never really satisfied with. The Abarth 2000cc DOHC engine was used for most of the testing and a few Mountain Climb races, which Shetty won. However, the intentions were to use the Abarth 3000cc V-8 engine when the car was ready. I recall Abarth himself testing the car on many occasions and waiting for him in his office to come back from the nearby test track. (He didn't like anyone to watch the testing.) Once I watched from his office window as he got out of the Formula car. His complete outfit was made by Abarth - his

(Cont. on page 22)

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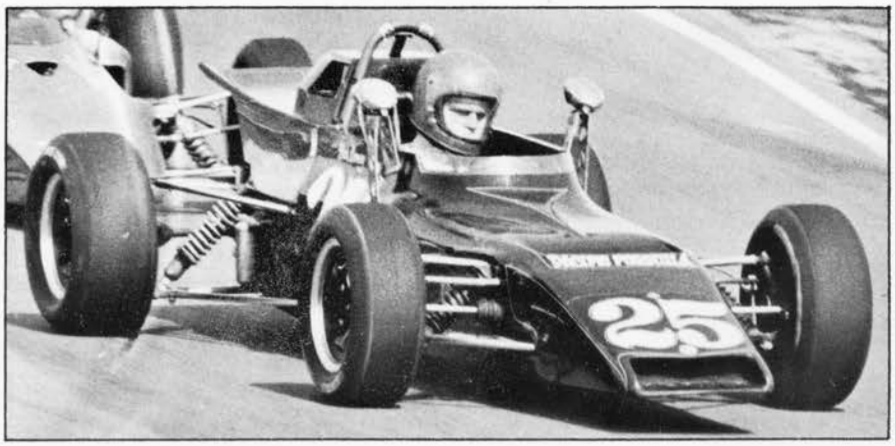
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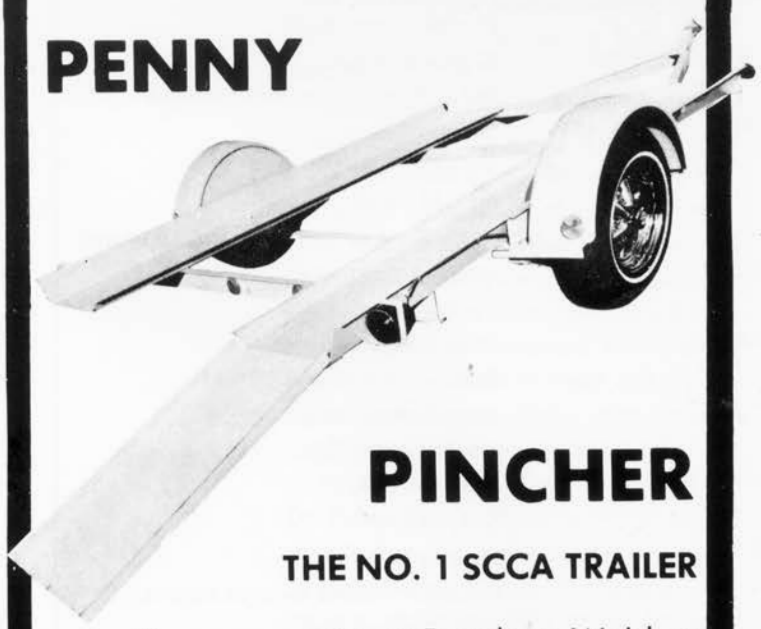
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CLASSIFIED ADS

BULLETIN

The California Sports Car Club, A region of the SCCA, is rumored to be running a pro Formula Ford race with the Formula 5000 race weekend, scheduled for Sept. 2, 1974. The purse is said to be $5,000 with $1,000 going to the winner. Large entries are expected.

Treuhaft Automotive of Anaheim, California has announced it will be building Super Vee engines. The man doing the work will be Ray Stoddard, formerly with Howdy Holmes, It is expected that Elliott Forbes-Robinson will be running one shortly.

MD-OHIO
FORMULA 5000
JUNE 2, 1974

1.	Brian Redman	Carl Haas Lola T332/ Chevy
2.	Brett Lunger	Jorgensen Eagle
3.	Evan L. Noyes	Eagle Creek Aviation Lola T332/Chevy
4.	David Hobbs	Hogan Racing Ltd. T330/Chevy
5.	Tuck Thomas	Lancer Stores Lola T332/ Chevy
6.	John Gunn	Racing Specialties March 73/A/Chevy
7.	Bill Tempero	Cloverleaf Texaco March 73/A/Chevy
8.	James Hawes	Bernard Parsons Lola T330/ Chevy
9.	Tom Jones	Tom Jones Racing Ent. McLaren/Chevy
10.	Dan Furey	Dan Furey Racing Lola T192/Chevy

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(1)	HAWKE DL9 roller	$1700
(1)	FORSGRINI F/F roller	$995
(1)	ALEXIS MK15 F/F	$2000
(1)	BRABHAM BT29 less engine	$2995
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(1)	TUI BH3 SV	$6995

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Phoenix (Cont. from page 13)

iator. Hunsaker moved up to 10th before retiring with engine problems. Steve Williams gradually dropped to ninth before his engine blew a hole in the block.

Shirey reeled off the remaining laps to score his very first win by 35 seconds. Ferguson quit on the 13th lap when the left rear stub axle broke; Scyphers took pits while Gaulding suffered a broken arm and a possible concussion and was taken to the hospital.

Ed Mertz' Titan was making repeated pit stops for water, a situation caused a collision between a stone and his rad- his place but Blackmore, who suffered a broken exhaust pipe in the closing stages, held on to collect second. Scyphers protested the Lotus driver for passing under the yellow flag but the stewards judged him not guilty.

Nicolosi's bid for fourth was ended when his March, smoking badly, pulled into the pits on the penultimate lap; he was awarded seventh on the basis of laps completed. Conley was handed fourth on a platter while Jules Williams held off Bob Vella for fifth.

Mike Parsons spun down to 23rd in the fifth lap but recovered well to take eighth. Ray Blomster finished ninth after a push-start relegated him to the back of the grid. Lou Hodges' Lola completed the top ten.

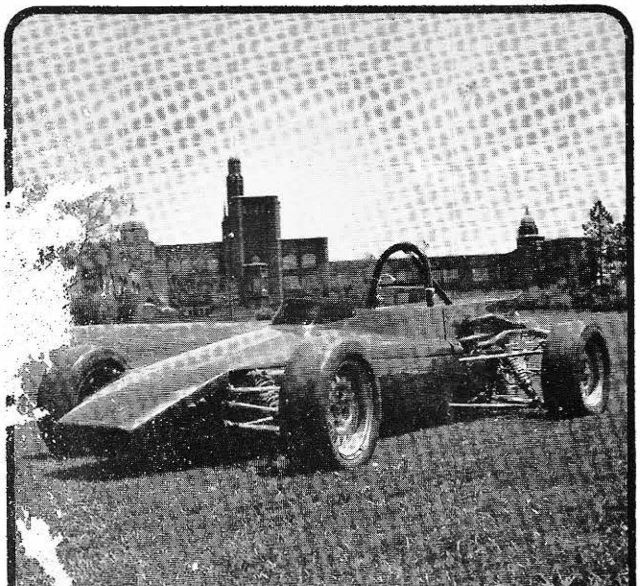
PHOENIX PRO RACES
MAY 12, 1974

1. Richard Shirey	Shirey ADF II
2. Barry Blackmore	Darmor Lotus 69F
3. Billy Scyphers	Lola T340
4. Mike Conley	Merlyn MK II
5. Jules Williams	AD Lola T200
6. Bob Vella	Lotus 61
7. Sam Nicolosi	Merlyn MK24
8. Mike Parsons	Lola T200
9. Ray Blomster	Le Grand Mk10F
10. Lou Hodges	Rhinoceros Lola T340

Abarth (Cont. from page 18)

shoes, gloves, suit, helmet - he designed himself just as he had the race car he stepped out of from the pedals to the engine. The next Formula racing car activity came along rather late but better late than never! Fiat became the sponsor of Formula Italia (Fr. Fiat) and some sponsor at that. Completely ready to race 5-speed with 1600cc DOHC engine on an all Abarth tubular chassis for only $3,000 who could ask for more? They didn't have too. Fiat gave them that too. Realizing they had made a mistake letting Fr. Vee and Fr. Ford get in on the ground floor all these years, Fiat offers prize money, assistance, recognition, plus rides in Fr. 3 and Fr. 2 to the best drivers. This is where Abarth & Co. is today with the Formular Italia!

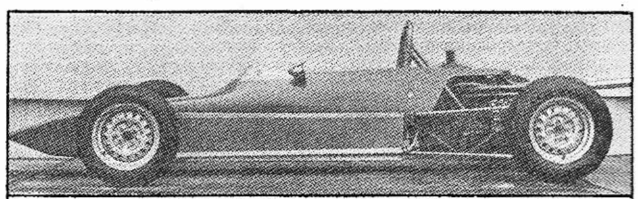
It's been difficult for Abarth to produce enough Formula Italia cars for Italy's own needs, however, production may be increased this year. Requests have come from other countries to start a class for the Formula Italia and Belgium will probably be the first country to receive them!



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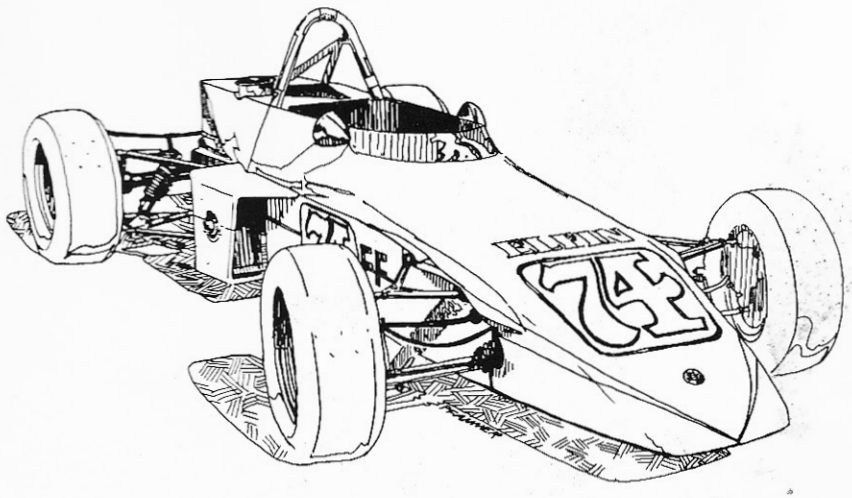
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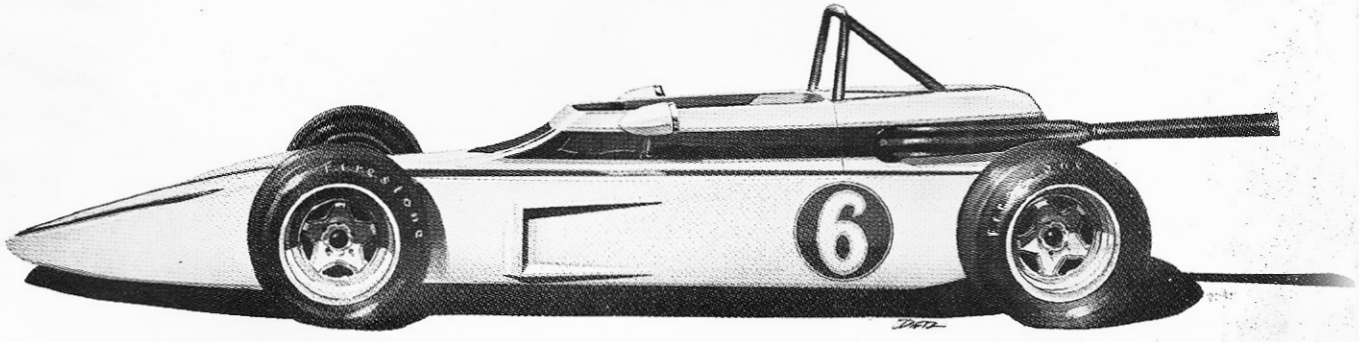


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July 7	Road Atlanta
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Aug. 25	Road America
Sept. 2	Lime Rock
Oct. 5	Watkins Glen
Dec. 1	Daytona

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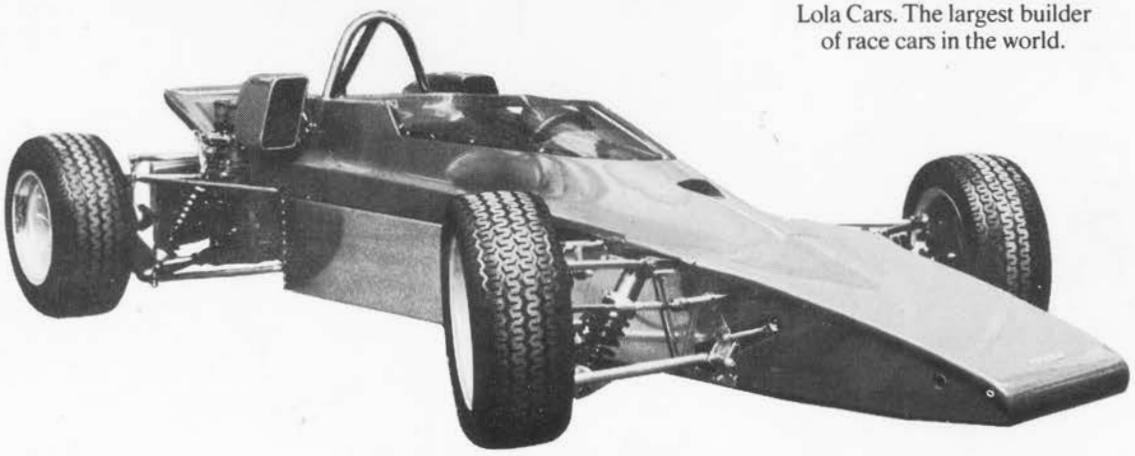
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