

# FORMULA

AMERICA'S INTERNATIONAL AUTORACING MAGAZINE

Vol. 2 No. 10 November 1975

ONE DOLLAR

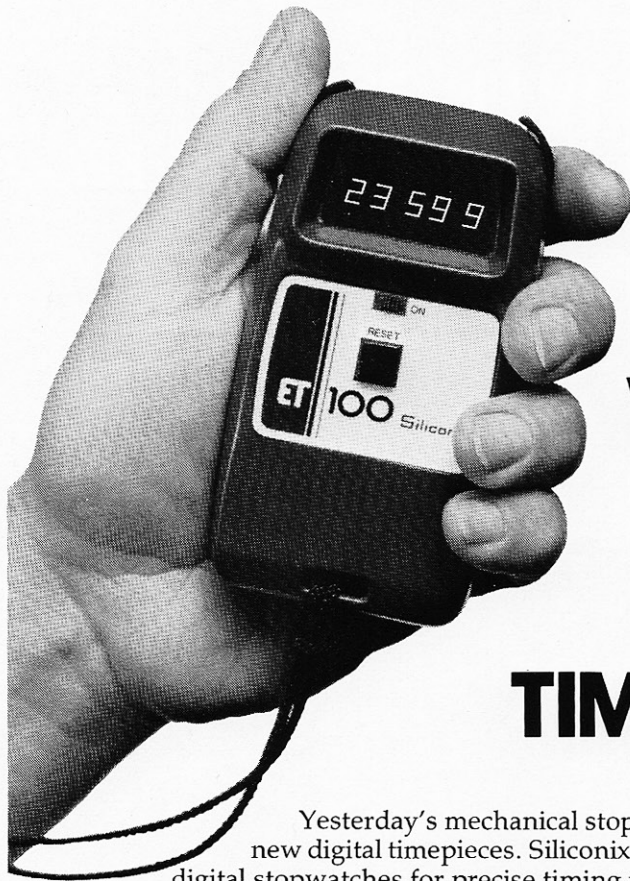
## ATLANTA PREVIEW

FORMULA PICKS THE WINNERS OF THIS YEAR'S CHAMPION SPARK PLUG ROAD RACING CLASSIC

### Redman & Andretti in F/5000

*British Grand Prix • Enna F-2 • German Grand Prix*





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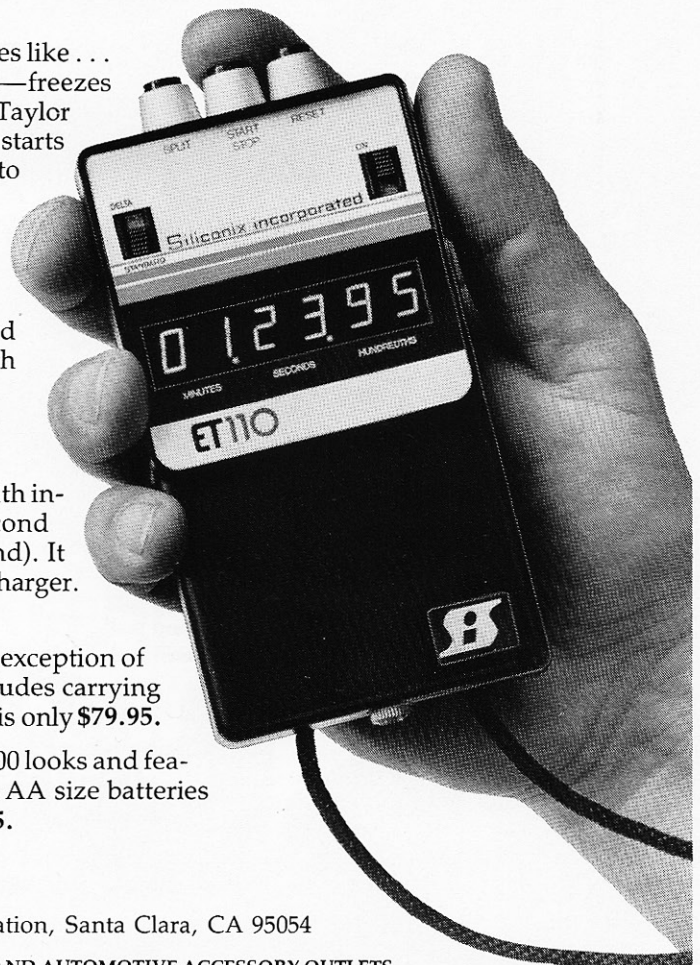
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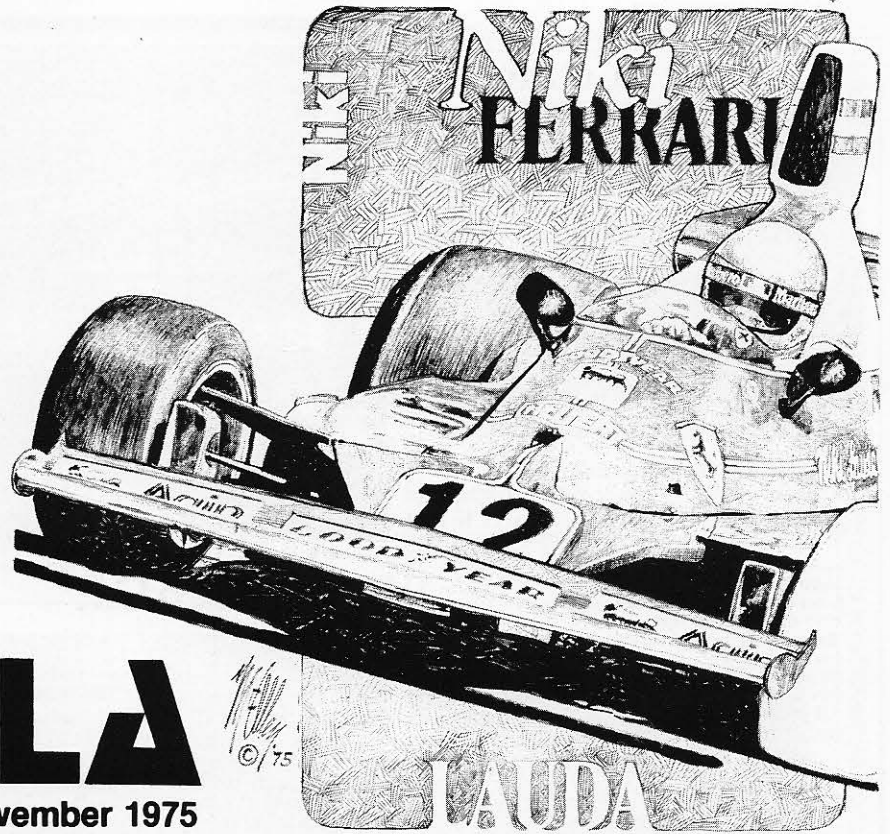
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# FORMULA

Vol. 2 No. 10 November 1975

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**Paul Pfanner:** Managing Editor/Art Director  
**DeDe Henry:** Associate Editor  
**Steven Mayer:** Features Editor  
**J. Peter Halsmer:** Technical Editor

**Contributing Editors:** Formula One, Jeff Hutchinson; Formula 5000, Gordon Kirby; Formula Atlantic, Chris Waddell; Formula Super Vee, Bruce Czaja; West Coast SCCA, Ed Pitz; Midwest SCCA, Randy Unsee; Northwest SCCA, Murray Isman.

**Contributors:** Bernard DeVito III, Scott Leslie, John Powers, Doug Taylor, Gary Witzenburg.

**Contributing Photographers:** Terry Cocking, Antoni Cortes, Jesse Cortes, Jim Drago, Maureen Fennelli, Leigh Fosberry, Bill Fox, Rob Glove, Jim Hansen, Murray Isman, Bill Jennaro, Rob Ladwig, Don Larsen, Charles Loring, Ross Morris, Phillip Salazar, Marc Sproule, David Winter, Gary Witzenburg, Ron Zuehlke.

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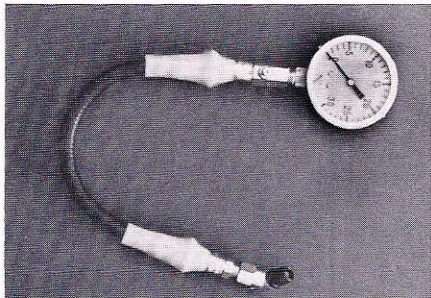
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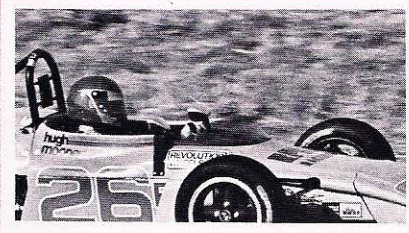
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## FROM THE DRIVER'S SEAT

by Hugh Mooney

### Long Beach G.P.

Along with 75,000 screaming fans I have just witnessed the best Formula 5000 event ever staged: the Long Beach Grand Prix. Held in the streets of this Southern California retirement city the roar of the powerful F5000 cars reverberated through the old buildings to tell that real motor racing had arrived in Long Beach. And it had.

The setting wasn't Monaco and was never meant to be, but seeing excited spectators hanging out of their apartment building windows, balconies jammed with screaming fans, and roofs crowded with photographers, and hundreds of other onlookers peering through chain link fencing hoping to get a glimpse of the cars added a dimension of excitement to the race that is extremely rare in America. And the best is yet to come. In March of next year the F5000 cars will be replaced by Formula One machinery, and the world's greatest drivers will be competing in the first ever United States West Grand Prix.

The high pitched screams of the Cosworth V8s and the flat-12 Ferraris will replace the thunder of the Chevy power plants used in the F5000 cars. The cars will be similar in appearance, but in appearance only. Formula One cars are much more agile and the drivers are more impressive. Undoubtedly the United States West Grand Prix will immediately establish itself as one of the greatest races in American road racing.

The Long Beach Grand Prix has added a new credibility to racing and should help to spur attendance for the remaining west coast F5000 races. Thousands of new people have been exposed to road racing who had probably never seen a racing car in their lives. A percentage of these individuals will become hard core road racing fans while others will occasionally attend heavily advertised events such as this. The introduction of road racing to new people is extremely important to the sport. The Long Beach Grand Prix has given us a rebirth, and it's just what the doctor ordered.

With a number of regular Formula One drivers getting in some "practice" time before their event in March, this event proved to be the most competitive F5000 race ever held. Tony Brise the newest sensation in Formula One, was just as impressive in his Theodore Racing Lola T322 as he has been in Graham Hill's Embassy Lola F1 car. There is no question that Brise was the man of the weekend. How long has it been since you've seen someone drive around Mario Andretti in an F5000 car? Even Brian Redman, Jackie Oliver or Al Unser hasn't been able to pull that off.

The event did have its problems, as was to be expected, but those problems were minimal. The hours of planning and hard dedicated work by the Long Beach Grand Prix Association paid off. The problems that come with holding an event over city streets are enough to make most promoters give up in disgust, but Chris Pook never gave up, not for an instant. He is a very courageous man. Chris' efforts and the efforts of all those involved in putting on this event have provided American road racing with the greatest spectacle ever.

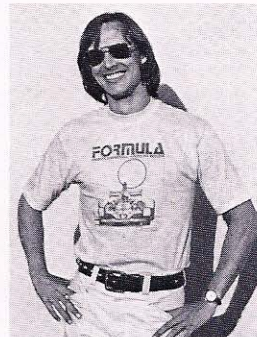
### One Suggestion

If there is one area of change I would like to see, it would be the addition of a supporting event. I realize at this stage of the game they (the Long Beach Grand Prix Association) have enough to contend with and don't need another headache, but there just isn't enough going on between sessions to keep the spectators entertained. I hope that in the future they will see their way to add a good supporting event. Most likely it would be Formula Super Vee or Formula Atlantic, or maybe even Formula Ford. The advantage of Formula Ford is that they don't require that much track time. Two 20 minute sessions would be sufficient for them to practice and qualify. Entry by invitation would assure top notch machinery and drivers. A 30 minute race during the two hour break between heats could easily be added and would definitely add some more excitement for the spectators. It most likely won't happen for 1976 but could be a reality in '77.

Supporting event or not Long Beach is the place to be in March. Don't miss it. ■

### Special limited offer!

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# matters of the moment

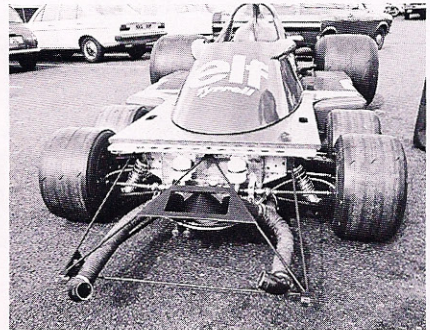
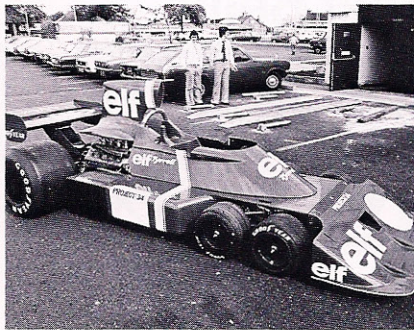


## F/C for Williams

Jules Williams of Automotive Development, Orange, California will campaign a Formula C car in Southern Pacific Division Nationals in 1976. The chassis is the ex-Tony Brise GRD 373 Formula 3 car. PBS Engineering of Garden Grove, California has developed an engine for the project based on their 1300cc sports racing engine which features a four valve per cylinder head. PBS states power to be approximately 155 hp at 12,000 rpm.

## Briefly...

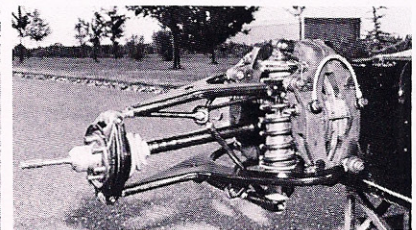
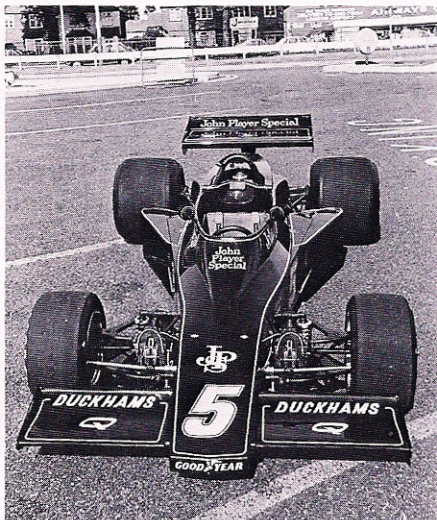
- Reports indicate that recent testing of the new Lola Formula Atlantic car has been very impressive with lap times over one and one-half seconds quicker than last year's model.
- It has not been officially confirmed but it appears that England will have a combined Championship for F5000 and Formula Atlantic in 1976.
- USAC driver Mike Mosley has announced his retirement.
- Long Beach has received the go-ahead for the March 1976 F1 race.
- Desert Dynamics now has available its new 34 page on-and off-road accessories catalog. This catalog lists over 700 items for 30 different two and four-wheeled vehicles, vans and mini trucks. Send \$1.00 to Desert Dynamics, 13720 East Rosecrans Avenue, Santa Fe Springs, Ca. 90670.
- Revolution Wheels announces a "Cloth Contingency" award. Any National driver who wins or sets a lap record on Revolution Wheels will receive a free Revolution Wheel factory jacket. No Jackets are for sale. For further information, contact: John Noah, (312) 334-6657.



Jeff Hutchinson Photos

## Six Wheels!!

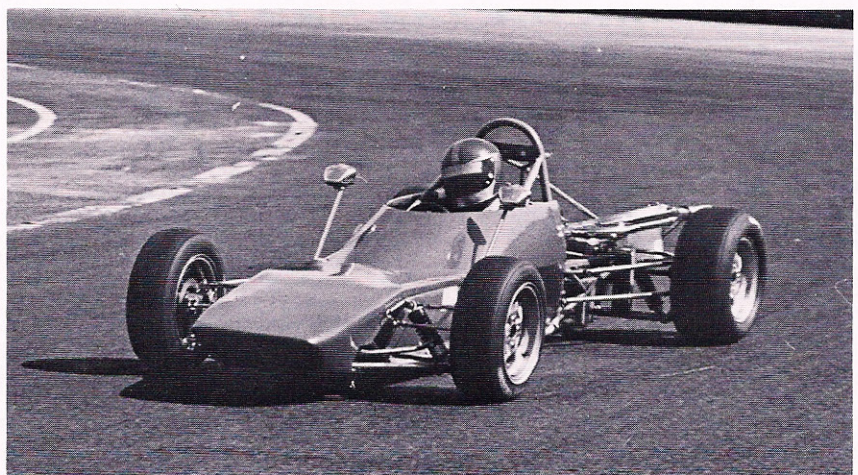
Derek Gardner has gone bananas. What you see here is not a freight train but a real honest to God Formula One car. Really! Project 34, as it is termed, is the brainchild of Tyrrell designer Derek Gardner and has been one of the best kept secrets in Grand Prix construction since the introduction of the Tyrrell 001 in 1970. Testing of the experimental design is to be conducted at Silverstone in mid-October.



Jeff Hutchinson Photos

## Lotus 77

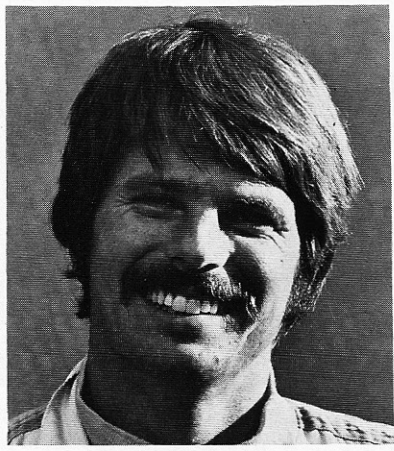
Lotus has also introduced its new Formula One car which incorporates some very interesting and strange departures from the norm. The JPS 11 (Lotus 77) has its front suspension mounted outboard of the monocoque. Two huge brake calipers are incorporated on each wheel with the suspension actually bolting onto the calipers. Testing has already begun but no results are yet available. Another interesting note is that both Ronnie Peterson and Jacky Ickx were present at the car's unveiling.



Michael Vannatter Photo

## New Reynard Arrives

Pictured above is the Reynard RA76 Formula Ford during initial testing at Sears Point International Raceway, Sonoma, California with Editor Hugh Mooney behind the wheel. A full test report and evaluation will appear in an upcoming issue.



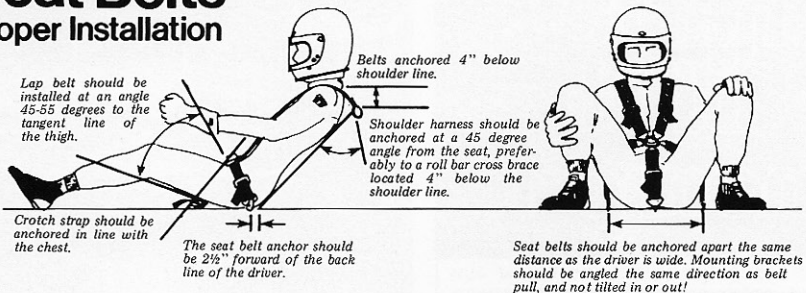
## TECHNICALLY SPEAKING

with J. Peter Halsmer

### Chassis Alignment

These illustrations are for reference to next months Technically Speaking on chassis alignment.

### Seat Belts Proper Installation



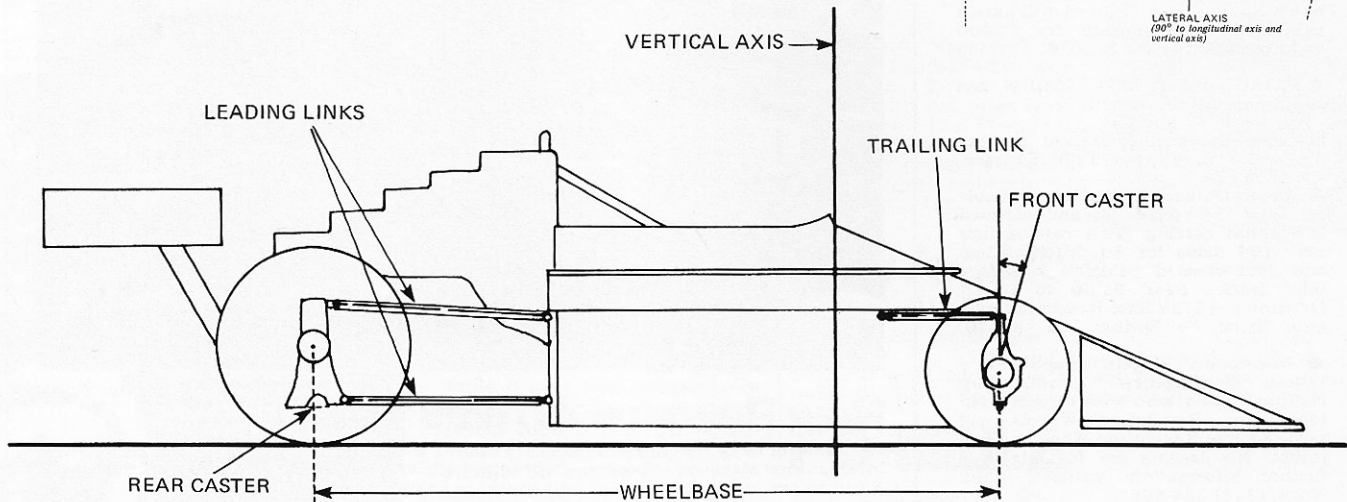
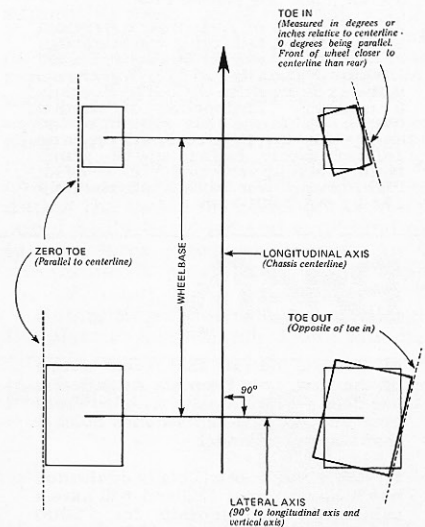
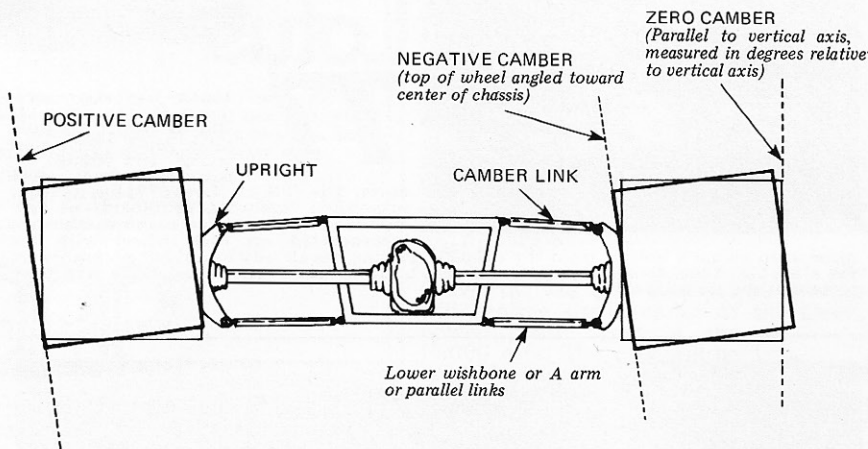
To introduce the subject of seat belts, I would like to point out a good article published a few months back in SCCA's Sports Car Magazine by John Timanus on Restraint Systems. I also found a (1970) USAC rule book with some very good, specific information on the subject of driver restraint.

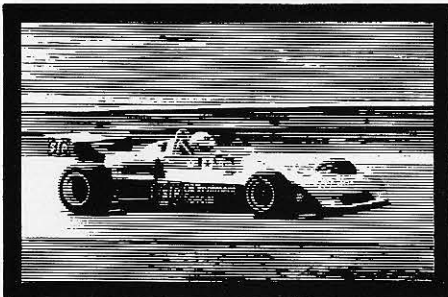
There are several important things to remember. One, the lap belt should be worn over the hip or pelvic area, definitely not over the abdomen or intestine. Tightening the shoulder harness should not pull the lap belt out of place. Secondly, the crotch or anti-submarine belt or belts not only prevent slipping under or forward but also help keep the lap belt down where it belongs. This anti-submarine belt should be mounted in a manner so as to be parallel with the chest from release point to floor mount,

if that type is used. If the double strap (parachute harness style) is used, be sure that the straps will release easily and don't inhibit a hasty retreat!

Most drivers I have seen wear the lap belt too loose and the shoulder harness too tight just because it's easier to put on that way. The lap belt should be so tight that it is difficult to put on. Unless the seat is really a snug fit, the lap belt should come through the seat so as to contact the body on the sides of the pelvic area as well as the top for better distribution of the loads and better movement control. Also, wear the belts as snugly as is possible. It is amazing how much the body can move in an accident, even when the belts seem tight.

Next month we'll be looking into chassis alignment, so I hope these illustrations will be helpful. ■





# Brack's Column

by Bill Brack

## We Did It!

You could say the last race of the 1975 Player's Challenge Series provided a real storybook finish for the STP team.

I had thought my luck might be changing the week prior to the last race. At a press conference in Halifax before the Player's Maritime, the Player's people showed Bertil Roos and myself the ring that would be awarded to this year's champion.

Bertil tried it and it wouldn't go on any of his fingers. Then I tried the ring and it slipped right on my little finger as if it had been made for it. That was my first clue.

Before the race (held at Atlantic Motorsport Park, a track only opened in 1974) there had been rumors floating around that the surface was very rough. When we arrived we found they weren't exaggerating.

The track was like a ploughed field on top of which someone had laid asphalt, but my STP Chevron, as at earlier races in the series, took to the roughness very well and we found we were fastest in all three sessions.

Having a good grid position at AMP is vital if you want to do well, for there are very few places on the track where you can pass someone. If he wants to hold you up, the driver in front doesn't have to work too hard at it.

On Sunday morning, after the STP management had purchased some live, freshly caught lobster and cooked it for the team in the paddock the night before, my mechanics had to go to work. We had changed engines after practice but on race morning Doug Crosty found that the new Brian Hart BDA we had planned to use for the race had metal filings in the oil. It might have been residue left from the St. Jovite blow up that somehow had been stuck in the hard-to-clean Chevron oil tank, but after a huddle, we got a new engine from Fred Opert, installed it and got onto the grid just before the start.

I wanted to get an early start to get away from the crowd charging into the first corner, a downhill right hander, but Dave Walker, who was beside me on the front row, came storming through. For a moment I thought he had had a relapse to his Formula Three days, and I had visions of a massive F3-style first corner shunt.

Walker had cut into the apex from the far outside of the track but then his Lola

# LETTERS TO THE EDITOR

## Vee Letters

To the Editor:

Our warmest thanks and boundless appreciation for the recognition given the Lynx Formula Vee car in your September issue. I suspect that even our beleaguered opposition took some solace in seeing a lowly Vee featured.

At the risk of appearing defensive though, here at the height of a most successful season, I feel I must say something in support of Jerry Baker who generously provided the test vehicle. At the August 3rd Grattan National following the Waterford Hills session, Car No. 18, Garrett Van Camp driving succeeded in coming in first. It may have been pure pride or maybe something got its dander up!

James B. Reid  
Lynx Cars Inc.

Dear Sirs:

Please print this letter in your magazine concerning Formula Vee racing.

1. Alloy wheels — Racing cars should look like racing cars. Every SCCA racing class has the option to run stronger, safer alloy wheels, except Formula Vee (and show room stock). Alloy wheels would not cause an undue competition advantage in this class and yet would produce spectator and sponsor appeal. This could reduce the cost of racing for many drivers thru sponsor backing. If you feel a Formula Vee should look more like a race car than a Volkswagen, please write the competition board.

2' External oil coolers — Blown engines are expensive. Oil coolers provide reliability, therefore reduce engine costs, and provide better racing thru fewer dropouts. This rule change is a must!

3. An intake manifold rule change allowing any manifold. Acid etched manifolds are expensive and stockers are inefficient.

Dave Gott  
Cerritos, California

## Red Flag Fiasco

Dear Sirs:

Should I or Shouldn't I? This is the question the back third of the Formula cars in the National race at St Louis on August 3rd had to ask themselves as a red flag was shown on corner two of the second lap. Most of us did stop, although a few were smart enough not to. Apparently we were stopped just to let the top two-thirds lap us. Why there was a red flag I could never find out, but why everybody wasn't stopped when one corner managed to stop seven of eight of us, really puzzles me.

Maybe red flags at St. Louis don't mean the same thing as they do at other tracks. I know for sure, the next time I see a red flag at St. Louis, I'm going one more corner to make sure it is for real.

Come on SCCA, when a red flag is shown in one corner, stop the damn race, even if it is shown by mistake. Because when you have some cars just putting around the track, thinking there is going to be a restart, and you have others, flying low, still racing, you can create some very serious situations.

I think the stewards of the St. Louis National race can thank their lucky stars for the ability of the fast front runners to avoid the slow moving cars.

Mel Hathaway  
Formula Ford

## Satisfied

Dear Sirs:

It is with great pleasure that I am renewing my subscription to FORMULA Magazine for another year. I think your magazine is an excellent example of a fine racing publication. Your articles are very well written and cover Formula racing very nicely. I especially enjoy the technical articles by Mr. Halsmer. I also look forward to color photos in the future. Thank you, and keep up the GOOD work.

Larry Wells

started to slide away from him and he had to lift off. I stuck the nose of my car inside and he tucked in behind me. From that point I never looked back and didn't have any real threats throughout the race.

At about half distance I came over the hill on the front straight and saw Bertil's car parked on the outside of the road. I knew then that if the STP Chevron ran well the rest of the race, and I could keep my head, it would be my championship.

After a tough fight, we've won the Canadian Championship for the third straight year. With Formula Atlantic's growing popularity, there are many options open for 1976. Maybe the South African Atlantic series this winter? Or Formula Two? Perhaps I'll run a two car all-Canadian Atlantic team in '76? Will there be a combined Canadian/American series? It'll be a couple of months till we can answer those questions - you'll be the first to know.

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# Atlanta '75

by Steven Mayer



## A CSPRRC Preview

*Richard Shirey is the man to beat in Formula Ford.*

**T**op drivers from throughout the country will gather at Road Atlanta for the Champion Spark Plug Road Racing Classic in late October. The drivers are all very good, the cars and teams are just as talented. They have all fought their way up within their respective divisions, gathering points for this, the run-offs. That Champion Spark Plugs is sponsoring the Classic for the third year running is most appropriate since nearly all contestants in all classes race with Champion plugs. Some, like Jerry Hansen, race the stupendously expensive Formula A machines; others, like Tom Pomeroy, compete in Formula Vee; yet others, like Harvey Templeton in Formula Ford, go to the extent of designing their own race cars. For these contestants, differing greatly though they may, all roads lead to Flowery Branch and each goes in hopes of winning the elusive National Championship.

The *Formula Magazine* staff has been providing season-long coverage of National events from Division to Division, making notes of who's hot, and the whys and wherefores of individual driver improvements. It should be interesting to see if the reported mechanical changes and various trick-ups do indeed live up to expectations at the Road Racing Classic in Georgia.

## Formula Ford

### It's Shirey's Year

The key to Road Atlanta is power for the long back straight — a look at last year's results tells the story. Four of the first five places were taken by the generally faster West Coast teams; super competitiveness of FF on the West Coast seems to breed the best car-engine-driver combinations. The winner, Eddie Miller, used his super-tweaked Barker-powered Lola to good advantage — everyone who ate his dust attributed Miller's victory to his overtaking ability in the straight.

This year the entries from the West have concentrated even more on developing and refining their engines for more horsepower — especially Shirey, Loft and Wiechmann, who were in the top five last year, and will be very difficult to beat. Marty Loft (Crossle 30F) and Tom Wiechmann (ADF MkII) are both very,

very good, however, they both lack one of the three ingredients (money, determination, and ambition) necessary to win. Wiechmann may have the money and the determination; Loft, the determination and ambition; but only Richard Shirey (ADF MkII) who runs an amazingly professional FF team has all three. He's been super competitive since the first National at Riverside in early February, and is still riding high from winning the two Pro FF races at Sears Point in July and August.

Who could possibly upset this Pacific trio? Based on this season's performances, eight drivers around the country have at least the potential to turn the trick.

From the Northeast Division it could be Bruce McGinnis, an IMSA champ in 1971, in a race car which should excel in

the Champion RR Classic. Initial race preparations seem to promise a high horsepower engine and his Zink chassis is at its best on the long, sweeping turns which are synonymous with Road Atlanta. Dan Torpy (Lola) and Rick Bell (Crossle) also offer tough competition.

Another Zink driver who's been coming on during the last races of the season is Dave Weitzenhof out of the Central Division. With his skill and present momentum, a little determination just might see this Ohio son pulling a top spot. Tim Evans (Zink) also has a chance, given a little luck.

From the Southeast (Road Atlanta country) comes Rollin Butler (Zink) who achieved distinction by coming through the field to lead the 1973 run-offs.

The midwest is capable of making their strongest showing in some time: Bob Richardson is using a Barker engine in his Lola — automatically placing him in the role of potential "spoiler," and don't discount Gordon Smiley driving Fred Opert's Titan and seeking to regain his 1972 winning stature.

Finally, in the fierce Southern Pacific Division, are David Bruns (ADF MkII) and Chuck Pittenger—who has to be a contender, having surprised everyone with his wins at the beginning of the season in his LeGrand Mk13.

R. B. Haines from the Southeast and John Stiles (ADF MkII) from the Southwest also show promise — unforeseen DNF's among the others may see them get a crack at top positions.

The performance of the Zinks in the Central and Northeast Divisions have been nothing short of remarkable, however, this superiority will likely evaporate against the West Coast FF demons. Road Atlanta is a fickle course but I think Shirey, Loft and Wiechmann will take it one-two-three, with Richardson, Weitzenhof and Smiley scrambling for the next honors. ■





Bill Cruz, in last year's winning CSPRRC winning Lynx, follows VanDecar's D13.

## Formula Vee

Hogdal by Inches

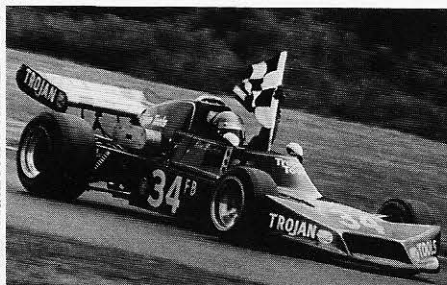
Divisional supremacy exists in Formula Vee just as in Formula Ford. If your car is a Lynx, built in Detroit, Michigan and has a Mazuro Motor built in Warren, Michigan you are assured of being a top contender in FV. Harry MacDonald won the class last year in such an incorporation, and John Hogdal has won the Central Division this year in a newer form of the same combination. In fact, the first five places in Central all belong to Lynx. The Lynx marque is collecting divisional championships in the Northern Pacific and Northeastern Divisions as well — they're the ones to beat.

Steve Lathrop of Citation Engineering (distributors of Zink) has a newly built Zink FV which is turning very respectable times. The car is of revolutionary design and if the machine is sorted to its potential, not only will the suspension make it much more maneuverable, but the driver will probably need a sway bar for the final settings! The car has been hampered by normal new-design bugs, and may not attend the run-offs unless the machine surpasses Lathrop's expectations. If the car does appear at Road Atlanta, look for Tom Pomeroy, Kip Laughlin, and Harvey Staub in these radical Zinks.

Even without the Zink, the race promises to be quite exciting. The entry includes — from Central Division: John Hogdal, division winner, the most consistently successful driver, in a Lynx B out of Mazuro Motors; Tom Pomeroy (Lynx) who finished in the bridesmaid position behind MacDonald last year; — from the Northeast Division: Bill Cruz, division winner in MacDonald's championship Lynx; Warren Mockler (Lynx); Kip Laughlin (Zink), recently injured and running in what is rumored to be his last race; — from the Midwest: Mike Franghiser (Lynx) coming on strong throughout the season, "a real bullet" as one competitor described him; Harvey Staub (Zink); and Tim Millis (Lynx); — out of the Northern Pacific: Bret Milner (Lynx) and Stu Fisher (Lynx); — and Mike Billesbach in a Caldwell out of the Southern Pacific Division who has improved tremendously since last year.

But who among these eleven will be the winner? The "Lynx Five" (Mockler, Cruz, Franghiser, Hogdal and Pomeroy) will doubtless take top spots with Billesbach's Caldwell and possibly Laughlin's

Zink close behind. John Hogdal, in a proven championship mount, is the best tactician of the group; in an out-an-out duel among the leading pack he'll win — an all-Lynx finish unless Lathrop's radical Zinks show and break their stanglehold.



Ken Duclos the 1973/74 winner.

## Formula B

Would You Believe Phillips?

Just as divisional dominance prevails in Formula Ford and Formula Vee, professional dominance is the rule in Formula Super Vee and Formula B. The difference in skill and execution between the pros and amateurs is not as marked as in FSV, but is a factor nonetheless.

The pros include Bobby Rahal, Chip Mead, Tom Outcault, Pat Walther, Fred Phillips, and Don Breidenbach. The amateurs: Ken Duclos, Eric Kerman, Dan Carmichal, Mike Rand, Tom Pumpelly, Tom Sauerbrei. In this race some of the amateurs actually stand more than an outside chance of winning, especially Duclos, Kerman, and Carmichal, but the pros will likely overcome.

"If Bobby shows up (in a Race Shop March), I'd pick him. Otherwise it's a toss-up," says Doug Shierson, one of the proprietors of Race Shop, importers of the March for the U. S. "Chip's been driving awfully well lately, but so too have Fred and Don."

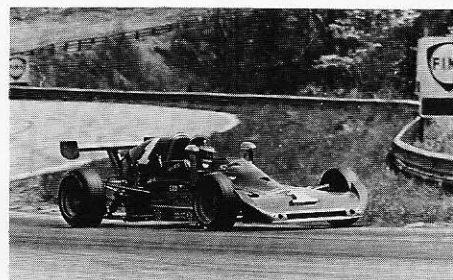
Fred Phillips rates the youngster highly, "If Rahal comes, it will be a good race. Even if he doesn't, the competition will be keen. I consider Breidenbach to be a real sleeper who could surprise us all. But then there's also Kerman . . ."

Eric Kerman has been pushing Ken Duclos (in the old Brabham BT40) all season. In the opinion of many the competition improved Duclos' driving. Kerman has the talent, Duclos the

experience — they finished one-two in their division.

Besides Duclos and Kerman, Dan Carmichal in a Race Shop March could prove an upset winner, or at the very least, a contender. His competition in the Central Division has been Rahal, Mead, and Outcault, and he's shown up well. One deciding factor though will be the chassis-engine combination. Rahal, Mead, and Carmichal will be in Race Shop Marches, Breidenbach and Kerman in private Marches, and Fred Phillips in a Haas Lola T360-Smith. Phillips may have the combination and the knowledge of Road Atlanta, but Rahal will have the virtuosity, the "balls-out" talent if you will, to get by. Breidenbach would be high placed if he found some money, but that hope looks dim. Pat Walther will likely put in an appearance in the Ron Taurac-designed Ralt, in which case he could do well.

It looks to be an eventful race, but barring any big surprises, I pick Phillips to win.



The 1975 "Super Car".

## Super Vee

Fred Phillips — Two in a Row

When the pros meet that amateurs once a year at the CSPRRC, the pros always win. This year will be no different. Fred Phillips will most likely lead the professional contingency along with Billy McConnell, Herm Johnson, Bill Neuhoff and John Barringer. The semi-pros like Vic Pottinger, Joe Colantonio and George Batchlor will be mixing it up with amateur drivers Scott Ovel, Ron DeMarko and John Hancock.

The pros will come in force: Fred Phillips in the Haas Lola T324-Bertil, Herm Johnson in his Lola T324-Bertil, Billy McConnell with his Essex Chemical Tui BH4-Quicksilver and Bill Neuhoff and John Barringer in a pair of Bill Scott prepared Royales. McConnell and Johnson both are young and ambitious, and very talented. They should not, however, be enough of a match for Phillips in the FSV "super car" of 1975. Former go-karting champion Herm Johnson will most likely give Phillips, the reigning Super Vee National Champ, an exhausting challenge, with McConnell right along side. Neuhoff will probably follow closely behind the leading trio. As Fred says, "the only real problem is setting the car to work well without wings."

The semi-pros and amateurs will be competing for fifth spot with Pottinger and Ovel the most likely contenders for that position.

Fred Phillips is not modest about his chances. "If I had to pick a winner, I'd pick myself. I feel sure I can go at Road Atlanta, because I've run the course so well . . . so many times. With the Haas Super Vee and the Bertil engine, I should easily be the winner." The words of a champion.

continued

## Formula A

Hansen Again

Jerry Hansen is returning to the site of countless National Championships. He will win Formula A. Contesting for second place will be Tuck Thomas, Roger Bighouse, John Korn, and Bob Earl, if he appears.

No one can remember the last time Jerry Hansen was beaten in Formula A in an amateur race. That he usually runs well at pro events speaks highly of his carefully honed talent. Only mechanical woes can beat Hansen, but the odds are against that happening.

Tuck Thomas and Roger Bighouse from the Central Division have been the competition for Hansen the past two years, but they have never been a match for the Brainard International Speedway owner. From the West Coast, Dr. John Korn has impressed many in his Lola T330, while the ex-Formula Ford National Champ, Bob Earl, has startled many observers with his virtuoso performances in an "old" Lola T330.

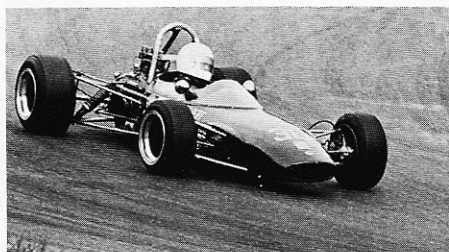
After Jerry Hansen, look for Thomas and Bighouse thrashing at one another, with Bob Earl right in the midst of their private battle. Everyone else will run for fifth place. ■

### 1974 WINNERS

Formula A . . . . . Jerry Hansen  
 Formula B . . . . . Ken Duclos  
 Formula C . . . . . Bill Anspach  
 Formula Ford . . . . . Eddie Miller  
 Formula Vee . . . . . Harry MacDonald  
 Formula Super Vee . . . . . Fred Phillips

### FORMULA'S SELECTIONS 1975

Formula A . . . . . Jerry Hansen  
 Formula B . . . . . Fred Phillips  
 Formula C . . . . . Bill Anspach  
 Formula Ford . . . . . Richard Shirey  
 Formula Vee . . . . . John Hogdal  
 Formula Super Vee . . . . . Fred Phillips



Mike Gilbert's Lotus 41C.

## Formula C

Anspach Should Repeat

In this year's Formula C field are reigning National Champion, Bill Anspach (Southeast Division), and former winner Mike Gilbert (Northern Pacific). Both have already sewn up their individual championships and will take well prepared machines to the CSPRRC. From other divisions will come John Saucier

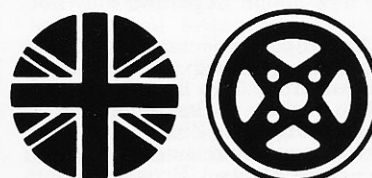
(Midwest), Paul Henry (Central), Dirk Wrightson (Northeast). The battle among these five should be a good one.

Highly restricted in modification, these small-bore, 1100cc single-seaters prove to be very similar in design and execution. Saucier has converted a Tui Super Vee to the class, while Anspach and Henry have former F3 Chevron racers from England. Wrightson has an older Brabham, as does Gilbert.

Of all the formula races, this is the hardest in which to select a winner. All of the five are fairly equal in degree of competitiveness; the difference as in FF, being horsepower. Last year everyone showed similar capabilities, the winner being Bill Anspach with an obviously stronger engine.

Anspach will return in his old mount, as will Wrightson and Henry. Both Saucier and Gilbert have comparatively new machines. Based upon last year's showing, Bill "The Surgeon" Anspach should win, followed closely by Gilbert and Saucier. Don't be too surprised by an upset by Henry. ■

# REVOLUTION WHEELS

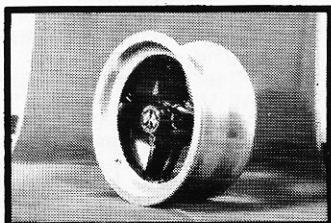


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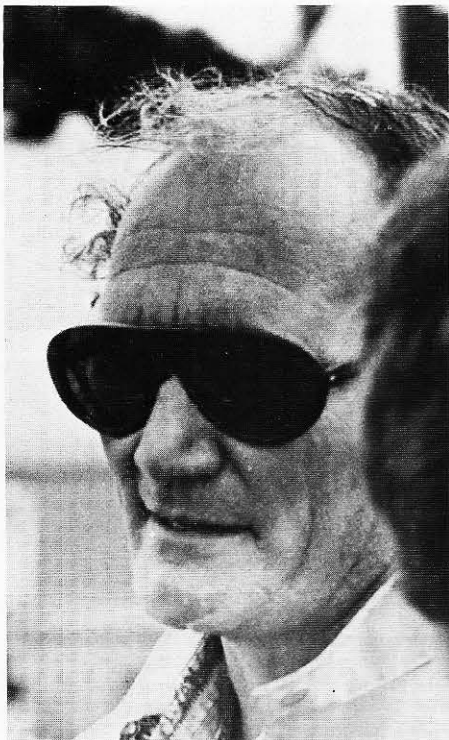
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## Profile:

# Bill Benck

## Sears Point General Manager & Pro Formula Ford Promoter

by Steven Mayer

**F**antastic is the only way to describe the newest formula series in America. Bill Benck's "Bondurant Challenge" Formula Ford series. Both spectators and drivers agree that this is the best racing to come out of the West Coast in years. But who is Bill Benck, and why is he promoting Formula Fords?

Bill Benck is a motorcycle speedway promoter and is in charge of day to day operations at Sears Point International Raceway in Sonoma, California, under the auspices of Filmways Corporation. The idea behind the FF series originated, like many others, on a rainy day. "The way it started," Benck explained (during an interview on the day of the second event at Sears Point), "was that one rainy day Steve Cook and I were sitting in my office talking about what could be done with Formula Ford. I had been involved with Bob Earl's FF effort earlier in the year and saw some of the problems involved with fielding an FF car. My most vivid memory was seeing all the race preparation done, and if something small happened, Bang! he couldn't start. So Steve and I devised a heat system with a guaranteed start for each entry. Bob

Bondurant liked the idea and provided his name and additional impetus and advice. We then took the idea to San Francisco Regional Executive, Ross Hansel. Ross was instantly enthusiastic over the possibilities and had a lot to do with its coming about." The National Office approved the format, to be combined with Regional and National events, and the series was formed heats, standing starts, and all.

The "heat" system which Benck devised is similar to the format for motorcycle speedway racing: two heats, a semi-main and a final. Starting positions for both heats are drawn in lots. This format often means that many of the faster drivers start at the back. At the Sears Point events the top 12 drivers in each heat transfer to the main event. The next ten heat finishers transfer to the semi-main and the top eight from the semi-main move to the rear of the main event grid. The top finishers in the main receive prize money, and there is prize money in the heats and semi-main as well. Each entry is guaranteed a start.

"The format," as the energetic Benck stated, "is based upon speedway races. The key is running the short course, where there's plenty of action. Ideally, lap times should be about a minute. The key is to make the racing full of action; the short track provides the best layout for this. At this track we're limited to 20 cars per mile, which translates to 36 cars per starting field."

"With our organization of the series, running the races in conjunction with Regional and National points, in the future I would expect 75 to 100 entries. I've had entries from Texas, Colorado, Kansas and through the Western states. To me, the last main event was equivalent to the Road Atlanta CSPRRC."

"We had a great deal of trouble being granted standing starts. The National office of the SCCA didn't really like the idea. Finally Bob got it through by saying he would take full responsibility for them. The fans love them. They're spectacular to watch, and even the drivers are beginning to enjoy them. Just this morning Richard Shirey came up to me and said 'Bill, I'm really learning how to do starts.'"

Richard Shirey, the winner of both pro FF races at Sears Point, elaborates further: "It doesn't really matter where you start; the best driver/car combinations reach the front. And with the 'drawing' system, much spectator interest is added by watching the front runners come through the pack."

"After winning two of these, I've got to like it," Shirey continues, "But this is tougher than Atlanta. There are more good people here than there will be at the run-offs. Except for several drivers from the East Coast, the best competition is here. In Formula Ford, the West Coast is where it's at."

"The promoters have been super. We're treated as professionals by professionals. In Southern California, the sanctioning body treats us with disdain. At a National, the Fords may show up with 70 to 80 entries, a fourth of the total entry of the National, and the club projects the attitude that we're more of a bother than anything else."

"Here, they're great. We have our own section of the paddock area, with pit assignments. They help us in every possible way. Also, they consult and advise us of any changes which are made during the race weekend. We know what's going on, not just the stewards."

Just as Richard Shirey is impressed with the organization and promotion of

the series, so too is Bill Benck equally impressed with the drivers. "I have never been with a group of drivers who have been so cooperative," says Benck.

Now that the foundation of the series has been laid the future expansion of the series is most important to Benck. "I am trying to set up races with other tracks in other areas. We want to go North and South to establish a representative series along the West Coast. I have great hopes with the regions to expand the series. What I want to do is work with the SCCA. My allegiance is with the SCCA because they helped to establish the series. Ross Hansel was most constructive and helpful in our attempts, and without his assistance we couldn't have progressed so far so quickly."

"With a larger series, we could work in conjunction with advertisers and sponsors to give even more value for the dollars they're expending. Promoting the drivers is also in the plans. Anything to bring the spectators out is most important. At this time, to make a given event successful, 3,500 customers are required. In the first event we just barely broke even. In this second race, we'll do well."

"There are other things - surprises, and ideas concerning the appearance of the FFs which would stimulate interest among the competitors and spectators alike."

Bill Benck will expand his series next year and in the years following. With Benck's guiding hand, Formula Ford will reach a height it has never achieved before. With his efforts, Formula Ford will finally have a venue for its talent on the West Coast. ■

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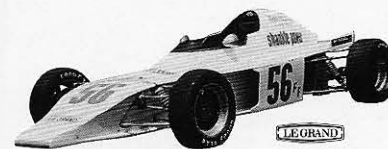
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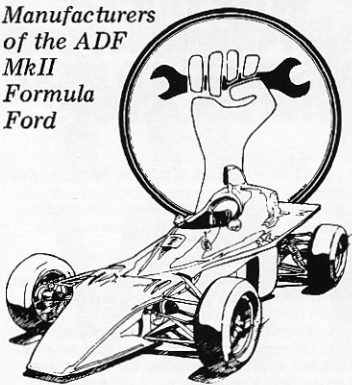
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*Polesitter Loft leads eventual winner Tom Wiechmann.*

Doug Taylor Photo

# The Blitz Challenge Cup

## Pro Formula Ford Race

by Doug Taylor

The Blitz Challenge Cup, first of four West Coast Pro Formula Ford races, was held July 20th at Portland International Raceway's 1.95 mile course. Blitz-Weinhard Brewing of Portland put up the \$2500 prize money, and the Cascade Sports Car Club organized the event.

After twenty-three laps of close racing Tom Wiechmann and his ADF MkII took the checkered flag barely a nose ahead of Marty Loft's Hanna Car Washes Crossle 30F. Arnie Loyning was third, maybe two meters behind with his Pierre's Motors Racing Lola T342.

The racing was excellent, but California Ford drivers were notable for their absence. Evidently California FF pilots in general weren't informed that a money race was happening, and race promotion was either poor or nonexistent as evidenced by the lack of spectators.

So with the Cal Club drivers presumably preparing for the first Sears Point Pro Formula Ford race the following weekend the Blitz-Cup entry included virtually all of the competitive Formula Fords in the Northwest. Thirty cars entered, and qualifying was a half hour Saturday afternoon and a similar period Sunday morning.

When the grid was finalized, Marty Loft had the pole with the Crossle from Crossle Cars Pacific. Arch-rival Tom Wiechmann sat beside him, hampered by breaking his throttle linkage during the morning session. Teammate Dale Elmer broke his throttle linkage during Saturday's session, qualifying fourth the next morning. Arnie Loyning sat behind Loft in third with his black Lola.

Jack Scher spent the weekend looking for more power and sat on the grid in fifth position while Don Crawford

apparently had all the power he needed to qualify a surprising sixth.

Twenty-six cars eventually made it to the grid, the absentees being casualties from the ICSCC points race the previous evening plus George Young, who stuck his crankshaft out of the sump. Loft led the field around on the pace lap, and Don Crawford jumped the gun to lead everybody going into the first turn. Before the pack came around, Loft had taken control with Crawford, Wiechmann, Elmer, Loyning and Scher rounding out the first six spots.

James Kalie did his first of two spins during the second lap, and by the end of lap five Loft was alone up front. Wiechmann was in hot pursuit while Dale Elmer and Arnie Loyning were mixing it up after Crawford dropped back to sixth behind Jack Scher.

The front six had pulled out a sizable gap ahead of the other twenty who were led by Bob McGregor, Denny Goodwin, Dean Roberts and Steve Cross. Farther back, Steve Plumb went off with the help of the spinning Kalie and retired.

Loft's lead was shortlived when Wiechmann crawled in behind for the tow. They circulated nose to tail this way as Loyning broke away from Elmer's ADF to begin a lonely chase in third. Nearing the halfway point, Wiechmann pulled past Loft on the main straight, only to be repassed in similar fashion the next time around. Farther back, a tremendous scrap was brewing up in the fight for seventh between McGregor, Goodwin, Cross and Roberts, not necessarily in that order.

With Loft and Wiechmann driving as hard as they could trying to shake each other with some sneaky maneuvering in traffic, the battle for seventh boiled on

with Goodwin leading, only to be passed again going under the starter's stand. By the time the foursome would come around again, Denny would be back in the front momentarily as each driver got his chance.

During all this Arnie Loyning had been slowly creeping up on the leading pair although he was not yet in contention. Alan Karlberg retired after spinning off, and soon thereafter the starter signalled five more laps. Denny Goodwin took the opportunity here to cinch up seventh by leaving his braking until well after the others had nailed theirs going into the first turn. With a stab at the pedal and a quick banzai move Denny somehow managed to keep it all together and pulled out a 25 meter lead on the surprised following.

Loyning, who had been making no impression on the Loft/Wiechmann battle, pulled out the stops and with four laps to go was within striking distance. Marty led that lap, but on the next Tom had grabbed the lead with Marty right behind, Loyning now edged his way into the draft. At the end of the straight Loyning went tearing by the two leaders and led the trio around for the final lap.

At full steam down the straight Wiechmann pulled out and slingshot past both Loft and Loyning. Loft followed Tom past Arnie's Lola, and they came through the last corner in that order. At the flag, Loft pulled hard to the right in a desperate attempt to put the Crossle nose in front, but as Arnie pulled into the gap between Wiechmann and Loft, Tom crossed the line first, Loft second and Loyning third. A fantastic finish to a close and exciting motor race. ■

Doug Taylor Photo



Ted Slatten and Tom Weichmann.

## Results

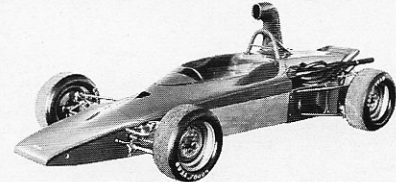
Blitz Challenge Cup  
Portland International Raceway  
July 20th, 1975

FIN POS	DRIVER/HOMETOWN	CAR	PRIZE MONEY
1.	Tom Wiechmann/Kent, WA	ADF Mk II	\$700
2.	Marty Loft/Olympia, WA	Crossle 30F	450
3.	Arnie Loyning/Portland, OR	Lola	300
4.	Dale Elmer/Portland, OR	ADF Mk II	200
5.	Jack Seher/Seattle, WA	Crossle 25F	150
6.	Donald Crawford/Molalla, OR	Titan	100
7.	Denny Goodwin/Seattle, WA	Titan Mk 6	80
8.	Dean Roberts/Portland, OR	Titan Mk 6	65
9.	Steve Cross/Seattle, WA	Lola T200	65
10.	Bill Mol/Vancouver, WA	Lola T342	65
11.	James Sloane/Spokane, WA	Crossle 30F	65
12.	James Kalle/Bellevue, WA	Lola	65
13.	Bob McGregor/Vancouver, B.C.	Titan Mk 6	65
14.	John Masters/Portland, OR	Titan Mk 6C	65
15.	Chris Nissen/Portland, OR	Lola T342	65
16.	John Taylor/Tacoma, WA	Titan	---
17.	Sans Thompson/Banks, OR	Lola	---
18.	Jim Rawlings/Portland, OR	Lola T342	---
19.	Don Polly/Kirkland, WA	Hawke DL 9	---
20.	Greg Lapinski/Portland, OR	Titan	---
21.	Len Marcel/Lake Oswego, OR	Lola T340	---
22.	Roland Selby/Detta, B.C.	Winkelmann	---
23.	Burke Landy/Vancouver, B.C.	Alexis	---
24.	Allen Katberg/Seattle, WA	Crossle	---
25.	Steve Plumb/Seattle, WA	Crossle	---
26.	Grant Knowles/Springfield, OR	Hawke DL2A	---
*	Rusty Kelley/Portland, OR	Lola T340	---
*	George Young/Puyallup, WA	Crossle 25F	---
*	Raymond Zwahlen/Portland, OR	Titan Mk 6	---
*	Russell Bishop/Spokane, WA	Crossle 20F	---

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Shirey heads Loft, Wiechmann and Biren during second heat action.

# Sears Point Pro Ford #2

## Richard Shirey Does It Again

by Ed Pitz

The misguided soul who said that money isn't everything obviously wasn't a Ford driver. It turns out that the sight of crisp green bills can spark off a race that will make the most competitive National pale by comparison.

The second \$5000 Pro Race at Sears Point on August 16th & 17th was just like the first. It was outstanding from the spectacular standing starts to the exciting finishes. Hopefully, the Bondurant organization will conduct future events, for the races are in the "Must See" category.

Curiously, the entry remained around the 50-car mark so only two 15-lap heats were in order. The first provided a great dice between the Lolas of Billy Scyphers and Bob Blackwood and Dale Elmer's ADF. Scyphers pulled off a popular win on the final tour by passing the ADF on the outside in the first turn (Scyphers' cheering section in the grandstand included most of the heat two drivers!). Blackwood all but passed Elmer on the line, followed by Tom Gloy's Lola T342, Dave Wilson's Titan, and Don Pepperdene's LeGrand.

Then there were the incidents. Dan Marvin's Titan climbed on Bill Mol's Lola in the first turn and scattered bodywork all over the place. Mol continued but spun in the esses and collected Tennyson Kwok's Titan and Rick Ricketts' Dulon.

Dave Bruns' ADF climbed from the back row to fourth before spinning in the first turn and retiring — one set of brake

pads had made a nasty exit after the retaining pins had sheared.

If Heat One was exciting, Heat Two was incredible—with a scrap between four outstanding drivers — Richard Shirey, Marty Loft, Tom Wiechmann, and Glen Biren. Front row starters Loft and Wiechmann anticipated the starter perfectly and dragged down the straight with Loft winning the toss at the first corner. Biren and Shirey hooked up and the race became a dazzling display of outbraking, four abreast on the straight, and multiple lead changes every lap. Needless to say, the last corner on the last lap was the crucial moment. I could use two paragraphs on THAT, but Wiechmann came out on top ahead of Loft, Shirey, and Biren.

Among the prominent retirees was Ed Hoffman whose Lotus broke a valve while running with the leaders, Chuck Pittenger's North American Racing Werks LeGrand pitted with a cracked plug lead; the karting champion climbed back to 12th only to retire on the last lap with a broken clevis pin in the front suspension. Hugh Mooney's shift linkage broke at the start line while Sam Nicolosi's Merlyn thumped the tire wall at the hairpin and dropped out of contention.

A healthy sprinkling of Names ensured that the 20-lap Semi would be lively. The conga line formed up with Pittenger leading Bruns, Rob McCormack's Titan, Mooney (from the back row!), Hoffman, and Ricketts. After several lead changes

Bruns broke away from the mob and kept his appointment with the checkered flag. Dan Marvin, driving very well, brought his rebodied Titan up the chart to argue with Mooney for second only to have the throttle cable break on the 14th lap. A despondent Marvin remarked later, "I knew something would happen. It had been too easy."

Rick Ricketts edged a down-on-power Pittenger for runner-up with Hoffman settling into fourth. Mooney suffered brain fade at the hairpin on the 16th lap and recovered in fifth spot; the Eon Oil Elden weighed in six pounds too light (there was no gas left in the tank) and the stewards assessed a penalty that pushed him down to eighth place in the heat and the last grid position in the final.

Dick Gamble's Merlyn inherited fifth ahead of the similar cars of Nicolosi and Ken Sharp, the Italian restaurant magnate coping with a broken motor mount throughout the race.

When the starters rolled forward for the 25-lap final, there were two gaps in the ranks, Biren's Lola refused to start and was pushed away while Rob Kolowich stopped with electrical failure on the pace lap.

Loft's Hanna Car Washes Crossle made the best start from Wiechmann but Tom Gloy slipped under the ADF before the first lap was completed. Elmer was fourth ahead of Shirey, Scyphers, Blackwood, Pepperdene, Wilson, Herman, and the



Antoni Cortes Photos

Phillip Salazar Photo

(TOP LEFT) Loft leads through turn eleven. (TOP RIGHT) Bruns moved his ADF up to second. (BOTTOM LEFT) Dale Elmer leads Billy Scyphers. (BOTTOM RIGHT) Dick Shirey won his second straight Pro FF race.

rest. Pittenger, Bruns, and Mooney were already in the top 15.

The retirements started quickly. Nicolosi stopped with a broken condenser wire. Elmer retired with a broken master switch on the second tour. Wiechmann's overnight engine change proved costly, for the motor failed on the seventh round.

Suddenly, it was July 27th all over again as Shirey and Loft renewed their battle. Virtually all of their place-changing took place at the dog leg just before the first turn as the ADF and the Crossle swapped back and forth every lap. Scyphers, Gloy, and Blackwood were holding another shouting match for third, well ahead of Bruns who had emerged in sixth place on the seventh lap. Pittenger

and Mooney were next although even at this stage they headed an unbroken line of 16 cars.

This mob broke up on the tenth round when Ken Sharp's Merlyn plowed into the turn ten wall while avoiding Phil Caliva's sideways Lola. The yellow was out for many laps and the edgy situation was underlined when a Titan spun past the wrecker. Shirey, Loft, Scyphers, Blackwood, and Gloy were fined \$25 each by the stewards for overdriving the yellow although their lap times had dropped at least two seconds at this stage; the protest is under appeal.

Loft had an exciting moment on the straight at the 16-lap mark when a backmarker spotted Shirey in his mirrors and violated the Crossle's airspace. Loft

got all four wheels off the pavement for 300 feet but somehow retained control and moved back on Shirey's tail.

Three laps later, the issue was decided as the Crossle coasted to a halt; the cylinder head had cracked and all the water had boiled away. With the pressure gone, Shirey eased the pace and collected his second \$1000 win by 15 seconds.

Bruns overhauled the Lola triplets with a handful of laps remaining and led Scyphers, Blackwood, and Gloy past the checkered flag; only 1.8 seconds covered the quartet. Pittenger and Mooney staged a real drag race for sixth, the LeGrand winning by only .04 second. Ed Hoffman's Lotus, Dave Wilson's Titan, and Ron Southern's Lola led the rest of the 21 survivors. ■

# Race Data

Sears Point Pro Formula Ford  
Sonoma, California  
August 16th & 17th, 1975

## MAIN EVENT GRID

Billy Scyphers Lola T340	Dale Elmer ADF Mk II	Tom Wiechmann ADF Mk II	Marty Loft Crossle 30F
Bob Blackwood Lola T340	Tom Gloy Lola T342	Richard Shirey ADF Mk II	Glen Biren* Lola T342
David Wilson Titan Mk 6	Don Peppardene LeGrand Mk 10P	Rob Kolowich* Surface Explor. Spec	Herman Lola T340
Gary Branch Titan Mk 6C	McGath Lola T340	Phil Caliva Lola T340	Burres Titan Mk 6B
Robbie Hohstadt Titan Mk 6	Ron Southern Lola T340	Ken Dunn Titan Mk 9	Hayashi Royale RP16
Milt Seropan Merlyn Mk 25	Frank Briggs Lola T340	Locke de Bretteville Faliser WDF2	Crawford Lotus 51
Dave Bruns ADF Mk II	Rick Ricketts Dulon MP17	Chuck Pittenger LeGrand Mk 13	Ed Hoffman Lotus 61
Dick Gamble Merlyn Mk 24	Sam Nicolosi Merlyn Mk 25	Ken Sharp Merlyn Mk 24	Hugh Mooney Elden Mk 10C

\* Did not start.

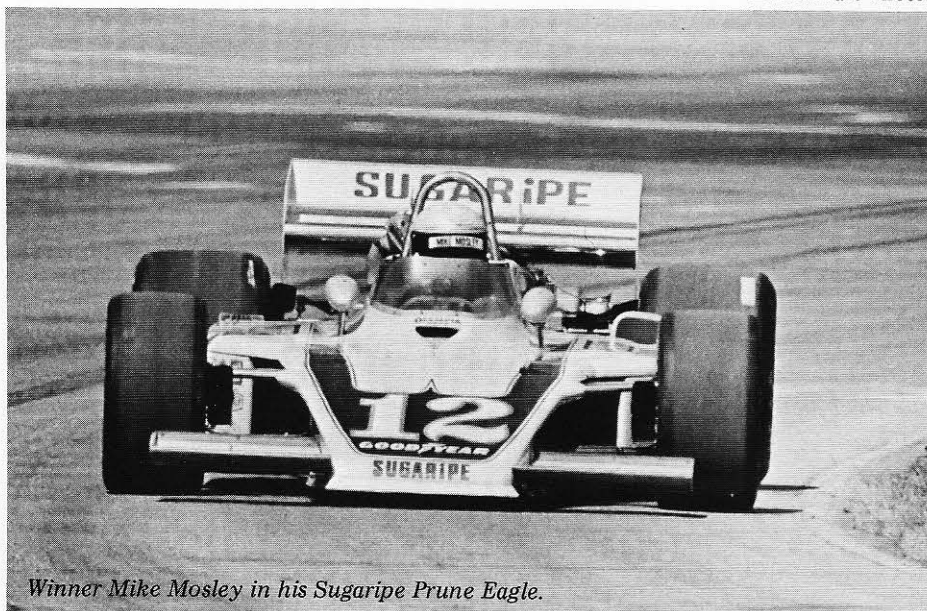
## MAIN EVENT RESULTS

FIN POS	CAR NO	DRIVER/HOMETOWN	CAR NAME	LAPS	PRIZE MONEY
1.	74	Richard Shirey, Huntington Beach, CA	NGK spark plug ADF Mk II	25	\$1000
2.	85	Dave Bruns/Huntington Beach, CA	Motor West Mag. ADF Mk II	25	600
3.	17	Billy Scyphers/Marina, CA	Tom Gloy Racing Lola T340	25	400
4.	89	Bob Blackwood/Sausalito, CA	Lola T340	25	350
5.	38	Tom Gloy/Concord, CA	PMR w/ Tom Gloy Titan Mk9	25	200
6.	56	Chuck Pittenger/Canoga Park, CA	NARW/Shankle LeGrand Mk13	25	100
7.	20	Hugh Mooney/Huntington Beach, CA	Baker Bearings/Eon Elden Mk10	25	100
8.	79	Ed Hoffman/Lompoc, CA	Hoffman Racing Lotus	25	75
9.	49	David Wilson/Belmont, CA	Sterling Racing Titan Mk6	25	75
10.	24	Ron Southern/Glen Ellen, CA	Novato Toyota Lola T340	25	75
11.	9	Richard Gamble/San Diego, CA	Koos de Diak Merlyn Mk25	25	75
12.	5	Robbie Hohstadt/Pacific Grove, CA	Titan	24	---
13.	72	Terry Herman/So. Lake Tahoe, CA	Terry Herman imports Lola T340	24	---
14.	27	Ken Dunn/San Jose, CA	Whippet Racing Titan Mk9	24	---
15.	84	Harry Hayashi/San Francisco, CA	Royale	24	---
16.	32	Rick Ricketts/San Jose, CA	Cromodora Dulon MP17	24	---
17.	44	Frank Briggs/Campbell, CA	B&K ARE Art's Texaco Lola T340	24	---
18.	67	Gary Branch/Saratoga, CA	Titan Mk6C	23	---
19.	2	Milt Seropan/San Francisco, CA	J.M.Seropan Merlyn Mk25	23	---
20.	57	Walt Burres/San Jose, CA	Titan Mk6B	23	---
21.	9	Marty Loft/Olympia, WA	Hanna Car Washes Crosste 30F	18	---
22.	62	Terry McGraw/Orinda, CA	Lola T340	16	---
23.	21	Don Peppardene/Pacific Grove, CA	H&K Import LeGrand Mk10P	14	---
*	26	Phil Caliva/Hermosa Beach, CA	Italmotor Foreign Car Lola T340	9	---
*	3	Ken Sharp/San Francisco, CA	Ken's Wheel Service Merlyn	9	---
*	37	Tom Wiechmann/Kent, WA	Elmer's Pancake House ADF Mk II	6	---
**	23	Dale Elmer/Portland, OR	Elmer's Pancake House ADF Mk II	1	---
**	34	Sam Nicolosi/San Diego, CA	Nicolosi's Restaurants Merlyn	1	---
**	70	Locke de Bretteville/San Rafael, CA	Casazza Wines Faliser	0	---
**	93	Jimmy Crawford/Saratoga, CA	Crawford Racing Lotus	0	---
**	1	Glen Biren/San Jose, CA	Lola T342	0	---
**	48	Robert Kolowich/Mountain View, CA	Tri City Auto Supply Titan Mk6C	0	---

\* Did not finish  
\*\* Did not start

Prize money figures are for the main event only.

Fastest Lap: Richard Shirey, NGK Spark Plug ADF/Dave Bruns, Motor West ADF, 1:06.11



Winner Mike Mosley in his Sugaripe Prune Eagle.

within the first five minutes. Wally Dallenbach was the fifth qualifier to go out, setting a pace of 28.12 seconds for a speed of 128.023 mph. Right behind Wally came his partner-in-crime, maestro Johncock, who promptly clicked off a 28.13 -- can't get much closer than that! Nipping at Gordie's heels came Johnny Rutherford's green Kiwi machine, and in a display of Texas power smoked off a 27.80 for 129.496 mph. A. J. was next on the docket and gave Rutherford a run for his money, but the best he could turn was a 28.01, putting his car on the outside of the front row. Mosley qualified on the outside of the third row, next to Steve Krisiloff. Tom Sneva qualified eighth fastest after much toying with spring settings. The fastest of the "Springfield Six" on Sunday was Pancho Carter, taking the tenth position. Bad luck struck Johnny Parsons -- he lost his water pump at the end of the Sunday warm-up session and elected to start at the back of the field with no time.

With the championship in Foyt's hip pocket, the general environment lacked the tension that usually surrounds this sort of event. Everyone appeared more relaxed. They were just out to have a good knock-down drag-out race for pride and money.

### race

On the pace lap Parson's troubled water pump decided to quit for the day and Johnny became the first casualty of the race. The other 21 cars took the green flag. Foyt dove inside Rutherford on the first turn followed by Dallenbach, Johncock, Mosley, Krisiloff, and the rest. Foyt wasted little time in putting daylight between himself and Rutherford. Foyt was going like clappers and it looked like another runaway. But, what's this! Ole A. J. is fading back on lap four and Rutherford, distracted by his fellow Texan, allowed Mr. Johncock to do a number on him into first place. A. J.'s Texas style charge was too much for his shiny new gearbox, so it decided to devour itself. This brought out the first yellow, as Foyt was stalled out on the track. Just prior to the yellow Roger McCluskey's Silver Floss Rocket blew its engine so McCluskey joined Foyt on the sidelines to watch a dandy race.

On lap ten the green came out and Johncock and Rutherford immediately established their private duel for first, Dallenbach and Mosley for third, followed by Krisiloff, Sneva, Simon, Carter, and Vukovich. Mosley was climbing right up

# Bettenhausen 200

## Mosley Wins One

by Jim Drago

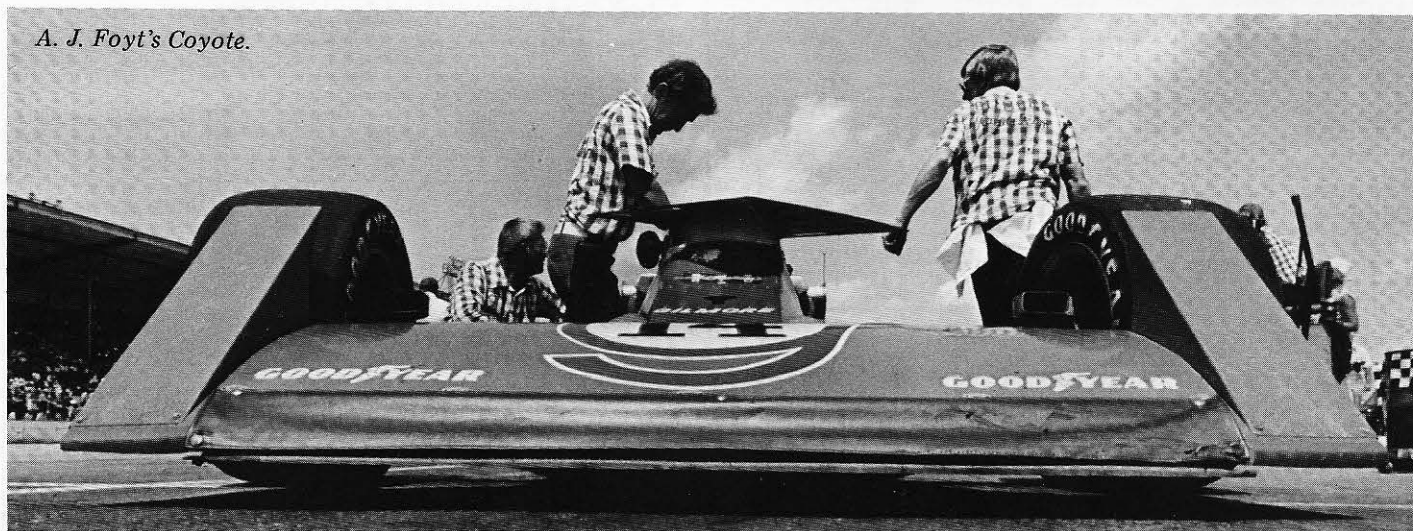
For the crowd of 23,694 Mike Mosley's decisive victory in the Tony Bettenhausen Memorial was both emotional and popular even though the yellow-flag finish tainted the display of skill and endurance Mosley had shown on the way to his third Champ car win.

The fact that A. J. Foyt had wrapped up his sixth USAC championship was reflected in the sparse top team entries. Dan Gurney elected to scratch Bobby Unser from the race, turning his efforts to sorting out his F5000 car before the big Long Beach bash. Unser was very disappointed in this move, especially since he is this year's Indy champ. Other notable absentees were Al Unser (who was to win a dirt track race at Springfield, Illinois that weekend), Mario Andretti, Lloyd Ruby, and Gary Bettenhausen.

### entry & practice

Saturday's qualifying was affected by the Springfield race. Jimmy Caruthers, Billy Vukovich, Spike Gehlhausen, Pancho Carter, Tom Bigelow, and Johnny Parsons Jr. were all in Illinois chasing Al Unser's Viceroy Special. As a result, only the front row was frozen on Saturday, with a special session set up on Sunday for the Springfield competitors. The car/driver combinations were similar to the entries for the Rex Mays Classic held in June with the exception of Wally Dallenbach, who brought one of the Bignotti Wildcats while Johncock elected to stick with his Eagle. Tom Sneva made his first Milwaukee appearance for 1975 in one of Roger Penske's immaculate McLarens.

The front two rows were settled



A. J. Foyt's Coyote.





Rutherford pits his McLaren for fuel and two outside tires.

Dallenbach's tailpipe and you could tell that Mosley didn't like being held back by the Wildcat, as the prune juice Eagle would dart to the right, then to the left, probing for an opportunity to pass.

Milwaukee's sophisticated crowd was well attuned to the Dallenbach-Mosley duel and on lap 36 Mike out-braked Wally going into the South Turn in a real display of courage that brought everyone to their feet. Destiny was sitting on Mosley's shoulder, you could feel it as he charged after the duo of Johncock and Rutherford. The crowd was with him now, the car was working perfectly, the engine

through quicker pit work. The shuffle was in full swing now and the pits were a flurry of activity. Eldon Rasmussen lost his engine's spark on lap 68 and brought out the yellow for a few laps. This gave Jimmy Caruthers a chance to change a flat tire while the field cruised by. The pit work of the Bignotti crew didn't appear to be as crisp as usual and as a result Sneva was able to pass Dallenbach into fourth place.

With the green out Mosley easily pulled away from Rutherford and by the halfway point had a two second lead over him, then there was a large gap before Johncock, Sneva, and Dallenbach came by. The leaders were now preparing for their second pit stop, but before Mosley allowed Dallenbach and Sneva to pit he put them a lap down on the charts.

Pancho Carter got in the "marbles" on lap 118 and honored everyone with a 360 in turn two, bringing out the yellow for three laps. Things got pretty hairy in the pits, as everyone broke for refueling and fresh rubber. Sneva cut Caruthers off as he left his pit which balked a number of cars, and as a result of all the havoc Rutherford regained much of the ground he had lost earlier in the race.

Now Mosley really poured it on, putting all 85 inches of boost to work when the green flag dropped. Rutherford decided to let up a little and make his move later in the race. The Sugaripe Eagle was building up an incredible lead; by lap 150 Mosley had an 18 second bulge on Rutherford shadowing the Sinmast twins of Johncock and Dallenbach. With the big lead things looked well in hand for the resident of Clermont, Indiana when Pancho Carter's turbocharge belched a big puff of blue smoke on the 151st lap and out came the yellow again. Carter's engine had thrown a rod. Another case of panic descended on the pits. The Bignotti crew had both of their drivers in at the same time, performing a perfect Chinese fire drill. Dallenbach stalled on his way out and Sneva regained fourth place as a result of another flawless Penske pit stop. Who says racing isn't a team effort?

Under the yellow, the field had closed up. Rutherford decided to make his move and pipped Mosley when the green came out. For a lap or two it looked as though he would give Mosley a run for his money but the pressure was too much for the Gatorade McLaren and its scavange pump failed on the 158th circuit, a telltale wisp of blue smoke followed the green racer. Thus the black flag spelled the end of Rutherford's race and eliminated the most serious challenger to Mosley.

Going into the later stages of the race Mosley built up a lead of more than 25 seconds on Johncock, having lapped Sneva and Dallenbach. Now everybody was hoping and praying that the Eagle would stay together for the checkered. But on lap 193 Steve Krisiloff spun in slippery turn three and John Martin spun in a very oily turn one on lap 198 bringing out the yellow light and the pace car. It made for a rather disappointing finish to a stirring drive by a talented young man who was long overdue for a win.

As he pulled off his helmet Mosley was flushed with heat prostration, crying with tears of happiness and physical exhaustion; the sheer exhilaration of victory was the only thing that kept him on his feet.

"Once I got by Wally the whole race changed -- getting by Wally changed a lot of things -- I knew I had a chance -- once I was around him I was running in fresh air."

Mosley's captivating drive was enjoyed by everyone, the spirited charge and the team effort merging together. It was Mike Mosley's day in the sun. ■



Tom Sneva brought Penske's McLaren in third.

didn't miss a beat, Mosley was picking his way through traffic with dispatch in an electrifying display.

Meanwhile, Rutherford decided he had had enough of the dead air behind Johncock and took the lead on the 50th lap. Gordie then found his mirrors full of Mosley's Eagle and on lap 52 Mosley charged into second. Mike didn't give the crowd a chance to sit down as he gobbled up Rutherford the next time around. Do prunes really make you go faster?

By lap 60 Mosley had a one second lead on Rutherford when the first pit stops came due for everyone. Mosley and Rutherford came in on lap 61 for fuel and outside tires; Mosley the first one out by an eyelash. Pancho Carter and Tom Sneva came in on lap 64. Sneva being the first out, effectively passing Carter

### BETTENHAUSEN 200 GRID

Johnny Rutherford Gatorade McLaren-Offy 129.496 mph	A. J. Foyt Gilmore Coyote-Foyt 128.526
Gordon Johncock Sinmast Wildcat-SGD 128.023	Wally Dallenbach Sinmast Wildcat-SGD 127.977
Steve Krisiloff Leader Card Eagle-Offy 125.592	Mike Mosley Sugaripe Eagle-Offy 125.130
Roger McCluskey Silver Floss Rocket-Offy 125.087	Tom Sneva Norton Spirit McLaren-Offy 124.870
Dick Simon Cogle Eagle-Foyt 124.224	Pancho Carter Cobre Tire Eagle-Offy 124.138
Jimmy Caruthers Morales Eagle-Offy 123.499	Tom Bigelow Bryant, H & C Vollstedt-Offy 122.825
Billy Vukovich Cobre Tire Eagle-Offy 121.704	John Martin Un-sponsored McLaren-Offy 121.335
Eldon Rasmussen Tom Jones RAS-CAR-Foyt 120.846	Larry Cannon Hoffman Racing Offy 118.890
Spike Gehlhausen Midwest Spl King-Offy 117.570	John Hubbard LaWarre Eagle-Chevy 115.570
Ed Finley Shamrock Eagle-Chevy 104.621	Bennie Rapp Gifford Brabham-Ford DNQ
Tom Frantz Spirit of Idaho Lola-Pete Chevy DNQ	Johnny Parsons Ayrway/WNAP Finley-Offy DNQ



## Results

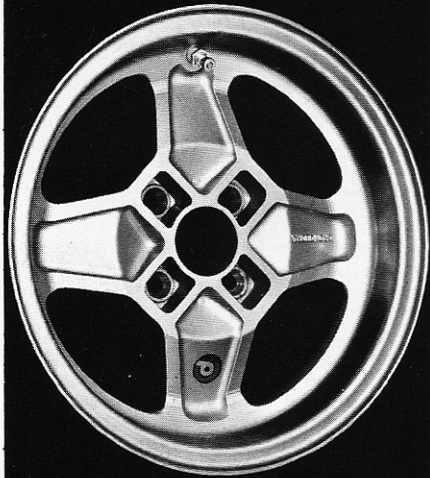
Bettenhausen 200  
Milwaukee, Wisconsin  
August 17th, 1975

1. Mike Mosley, Sugaripe Eagle, 200 laps at 114.393 mph average, \$14,074;
2. Gordon Johncock, Sinmast Wildcat, 200 laps, \$9550;
3. Tom Sneva, Norton McLaren, 199 laps, \$5729;
4. Wally Dallenbach, Sinmast Wildcat, 198 laps, \$3824;
5. Steve Krisiloff, Leader Card Eagle, 196 laps, \$3267;
6. Jimmy Caruthers, Morales Eagle, 195 laps, \$2735;
7. John Martin, Un-sponsored McLaren, 192 laps, \$2469;
8. Bill Vukovich, Cobre Eagle, 186 laps, \$2203;
9. Tom Bigelow, Bryant Vollstedt, 186 laps, \$1937;
10. John Hubbard, LaWarre Eagle, 175 laps, \$1371;
11. Tom Frantz, Idaho Lola, 174 laps, \$1463;
12. Larry Cannon, Hoffman Eagle, 165 laps, \$1330;
13. Johnny Rutherford, Gatorade McLaren, 162 laps, \$1357;
14. Pancho Carter, Cobre Eagle, 146 laps, \$1064;
15. Spike Gehlhausen, Midwest Kingfish, 88 laps, \$831;
16. Eldon Rasmussen, Tom Jones Ras-Car, 64 laps, \$811;
17. Dick Simon, Cogle Eagle, 28 laps, \$798;
18. Ed Finley, Shamrock Eagle, 27 laps, \$745;
19. Roger McCluskey, Silver Floss Rocket, 6 laps, \$692;
20. A. J. Foyt, Gilmore Coyote, 4 laps, \$678;
21. Johnny Parsons, Ayrway/WNAP Finley, 0 laps, \$612.

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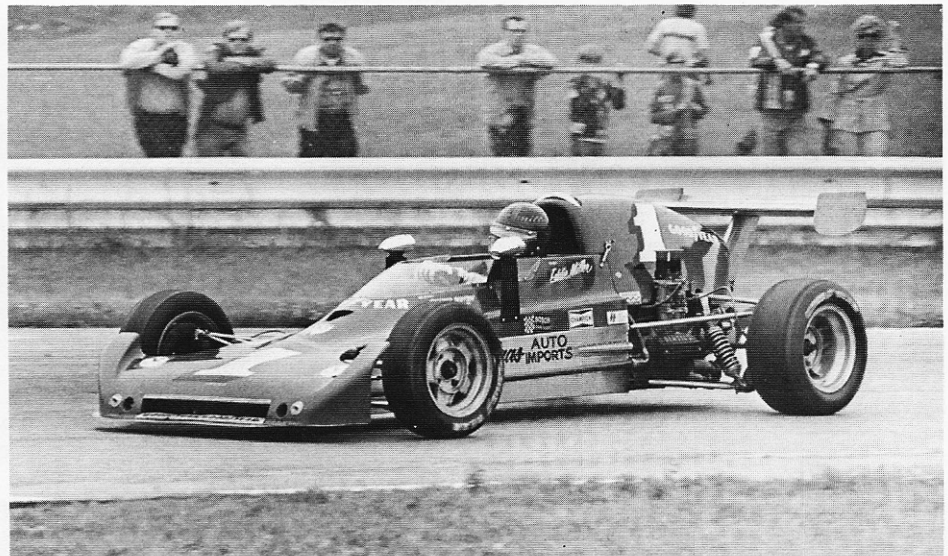


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"Fast" Eddie Miller returns to the winners circle.

Bill Jennaro Photo

# Elkhart Lake

## Round 8 Robert Bosch Gold Cup

by Jim Drago

Eddie Miller chose Elkhart Lake to jump back into the thick of the Super Vee standings. Miller, who displayed tremendous perseverance, was also lucky enough to be in the right place at the right time; as the ninth lap of the 15 lap event began, Mother Nature opened up her skies with such awesome power that it totally humbled the field of Super Vees in a matter of seconds. Miller and the rest of the field took the checkered and red flags at a blistering five miles per hour as they slogged their way to the season's most abbreviated Gold Cup event.

For Miller, though, it was not a hollow win by any standards. His margin of victory was only .8 of a second over Howdy Holmes, who was nursing a stiff neck in his new Wilbur Bunce Lola T324. Wading along behind the first two came Bob Lazier, Tom Bagley and ex-go karter Herm Johnson.

For many it will be an event that will be indelibly etched on their minds, but it will also be one they would like to forget.

### entry & qualifying

As the transporters came rolling in Friday they were greeted by dark, gloomy, altogether rotten weather. So early Friday was relegated to setting up cars and finding the right gear ratios for Elkhart's long straights and unforgiving corners. All the regulars made the trip, including the Lola contingent of Eddie Miller, Bob Lazier, Benny Scott, Peter Moodie, and Howdy Holmes. Herman Johnson from Eau Claire, Wisconsin jumped into the SV crowd with his well prepared Lola T324. Johnson has done

very well in both regional and national events in the middle west so he decided he would find out what it was like in the "big time". Tom Bagley brought his Zink, and Fred Phillips led the Elden group. Bill Scott brought three Royales for the trio of MacDonald, Neuhoff and Barringer, while Billy McConnell, a native of Milwaukee, brought his Tui BH5. In all there were 30 cars sitting in the paddock.

By late Friday afternoon after the first practice session, the strong August sun managed to burn off much of the overcast just in time for qualifying. Tom Bagley immediately served notice that he was going to have to be seriously dealt with. The Zink seems to be very well suited to Elkhart Lake; last year Harry Ingle's Zink dominated the Super Vee event and this year Zinks took first and second during the June Sprints in the Formula Ford race. It's a very slick design, with little frontal area, conducive to high speeds on Road America's long straights. Bagley started turning lap times in the low 2:25s and high 2:24s while everyone else was busy struggling to break the 2:26 barrier. In Super Vee as in Formula One, qualifying positions are often separated only by tenths or even hundredths of seconds, so when Bagley cranked off a 2:24.102 for a lap speed of 99.929 mph most of his peers were left scratching their heads. Next was Eddie Miller with a 2:25.468 followed by an astonished Bill Alsup at 2:25.769 and our young hero Herm Johnson with a 2:26.116.

To put Bagley's lap time in the proper perspective let's diverge from Super Vee for a moment. The Gold Cup was being held in conjunction with the RA Handicap — a wild potpourri of CanAm, Manufacturer's Championship, Trans-Am, and Camel GT cars, running in a match race. Notable entrants were BMW 3.0CSLs for Brian Redman and Sam Posey, John



(LEFT) Herm Johnson took his Lola T324 to a fine fifth place finish. (RIGHT) Polesitter Tom Bagley waiting for the start.

Greenwood's "Old Blue" big mutha Vette, and Vern Schuppan in the Gulf Mirage. If we were to have plunked Bagley's Zink in the middle of that field, based on qualifying times he would have blown off both BMWs, Ludwig Heimrath's Porsche Carrera, Carl Shafer's Camaro, and would have been less than a second behind Greenwood's very special Corvette. Think about that for a second, then relate it to dollars invested!

Saturday greeted us with more rotten weather. Fog, humidity, even the ducks were grounded. The track was so soaked in that observers could not see from corner to corner, so the morning qualifying session was delayed for more than an hour. But the track was starting to dry off so many of the boys switched from rain tires to slicks. At 11:00 a.m. the track was opened for qualifying, but most just sat in their cars, waiting for the fog to lift. It was hopeless, only the desperate and the crazy trying "hot" laps in the soupy conditions. So Friday's times stood, except for Richard Melville (desperate), who qualified his good car after a new engine had been dropped in it. His Friday car was the team hack, which he didn't want to use in the race unless absolutely necessary.

**race**

As soon as qualifying was over and the Handicap cars came out -- guess what happened, yup, the sun came out big as life. The omens just weren't with the Super Vee crowd and the worst was yet to come.

At the "five minute bomb" the grid formed, and so did the weather. Everybody had spent the nice sunny lunch hour performing the usual last minute black magic on their charges, which in this case meant slicks versus rains. The field roared off under very dark and threatening skies, shod on slicks, praying that they could get in the required 15 laps before everything let loose.

At the green, Fast Eddie Miller jumped into the lead with Tom Bagley, Herm Johnson, Bill Alsup, Bob Lazier and Fred

Phillips running in close formation behind him. Elkhart's four miles allows plenty of drafting and the opening lap saw the first eight cars sucking each other along, Bagley trying his damndest to get by Miller.

Miller was clinging to a very uncertain lead with Bagley darting and thrusting at every opportunity. Herm Johnson, Bill Alsup, and Fred Phillips were locked into a battle for third, Johnson barely holding them off. Half a second behind the leading brigade came another tight knot composed of Bob Lazier, Benny Scott

and Howdy Holmes, with Richard Melville making up ground at a very rapid pace.

A real scrap was shaping up: Miller and Bagley nose to tail with Johnson, Alsup, and Phillips just two tenths of a second behind; the first eight cars were within three hundred yards of each other.

Going into lap five, the group comprised of Howdy Holmes' Lola, Richard Melville's Royale, and Benny Scott's Lola drafted themselves up to join the tight

continued ▶

**ELKHART LAKE S/VEE GRID**

Eddie Miller Haas/Deutsch/Maxwell Lola T324 2:25.468	Tom Bagley Kent Oil Zink Z11 2:24.102
Herman Johnson Lola T324 2:26.116	Bill Alsup Zeitler Lola T324 2:26.769
Bob Lazier Tivoli Lodge Lola T324 2:27.081	Peter Moodie Bunce Racing Lola T324 2:26.832
Fred Phillips Elden Mk 14B 2:27.233	Benny Scott BAR/Viceroy Lola T324 2:27.214
Howdy Holmes Wilbur Bunce/E-Z Wlder Lola 2:28.216	Bill Henderson Rossignol/Hansen/Authier Lola 2:27.466
Harry MacDonald Scott Royale RP19 2:28.559	Billy McConnell Essex Chemical Special BH5 2:28.219
Francisco Romero Supernova Tui 2:31.147	G. Scott Ovel Iowa Pipe & Supply Lola T324 2:30.954
John Barringer Scott Royale RP19 2:32.764	Domenick Billera BCE Lola T252H 2:32.475
Ed Mulford Brian Stewart Tui BH4 2:34.062	Richard Melville Heppenstall Royale 2:34.041
Joe Colantonio Royale RP18 2:34.539	John Hancock Lola T250 2:34.226
John Kalagian Heppenstall Royale RP18 2:35.396	John Frana Jan L. Petterson Lynn 001 2:36.312
Jim George Hermes Racing Lola T324 2:39.392	Chris Skoppe Elden Mk 14 2:36.632
Bill Wolfe Tui BH3 2:43.900	David Keenan Keenan Lola T322 2:42.244
	John Berget Tui BH3 2:55.677

Maureen Fennelli Photo



**Results**

Robert Bosch Gold Cup  
Road America  
August 23rd, 1975

1. Eddie Miller, Haas/Deutsch/Maxwell Lola T324, 20 min 13.6 sec, 94.924 mph average, \$2500, 8 laps; 2. Howdy Holmes, Wilbur Bunce/E-Z Wlder Lola T324, \$1500, 8 laps; 3. Bob Lazier, Tivoli Lodge Lola T324, \$1000, 8 laps; 4. Tom Bagley, Kent Oil Zink Z11, \$800, 8 laps; 5. Herm Johnson, Lola T324, \$600, 8 laps; 6. Fred Phillips, Elden Mk 14, \$500, 8 laps; 7. Benny Scott, Viceroy Lola T324, \$400, 8 laps; 8. William Henderson, Rossignol-Hansen-Authier Lola T320, \$350, 8 laps; 9. Harry MacDonald, Scott Royale RP19, \$300, 8 laps; 10. Peter Moodie, Bunce Racing Lola T324, \$250, 8 laps; 11. Richard Melville, Heppenstall Royale, 8 laps; 12. Bill Neuhoff, Scott Royale RP19, 8 laps; 13. Billy McConnell, Essex Chemical Special BH5, 8 laps; 14. John Barringer, Scott Royale RP19, 8 laps; 15. Francisco Romero, Supernova Tui, 8 laps; 16. G. Scott Ovel, Iowa Pipe & Supply Lola T324, 8 laps; 17. Domenick Billera, BCE Lola T252H, 8 laps; 18. John Hancock, Lola T250, 8 laps; 19. John Kalagian, Heppenstall Royale RP18, 8 laps; 20. Jim George, Hermes Racing Lola T324, 8 laps; 21. Bill Alsup, Zeitler Lola T324, 8 laps; 22. Chris Skoppe\*, Elden Mk 14, 7 laps; 23. John Berget\*, Tui BH3, 6 laps; 24. Bill Wolfe\*, Tui BH3, 5 laps; 25. Ed Mulford\*, Brian Stewart Tui BH4, 4 laps; 26. John Frana\*, Jan L. Petterson Lynn 001, 3 laps; 27. Peter Dodge\*, BCE Lola T252, 1 lap; 28. David Keenan, Keenan Lola T322, DNS; 29. Joe Colantonio, Royale RP18, DNS.

\* Not running at the finish

Red-flagged after 8 of the scheduled 15 laps due to weather

# ELKHART LAKE SUPER VEE

continued

knot of Alsup's Lola, Phillips' Elden, and Lazier's Lola. Herm Johnson was now challenging the Bagley-Miller duo, exhibiting a very good driving style. The pace was torrid and not everyone could tolerate it; Bill Alsup's clutch had started to slip and he was struggling to put off the inevitable.

A light sprinkle started in the middle of lap six and the sky was now getting extremely dark. It was so dark that some of the photographers were forced to push their Tri-X to 1200 ASA. Now that's dark! The sprinkle had devastating results; Bagley and Alsup spinning on

turn six and Eddie Miller spinning at turn 12. Who chose those slicks?

Entering lap seven "Herm Who?" was leading Howdy Holmes, Eddie Miller (he made a quick recovery), Lazier, Phillips, Bagley, Scott, Melville, Bill Henderson, Harry MacDonald, Bill Neuhoff, and Peter Moodie. The brief rain caused the field to slow down considerably and spread out somewhat.

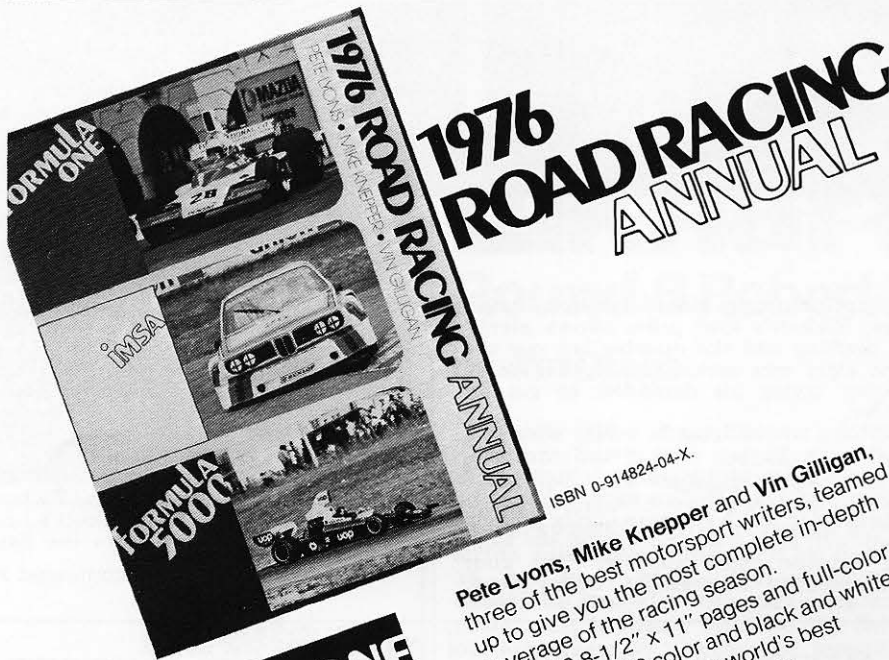
Forboding black clouds now invaded the entire circuit with terrifying suddenness. Peeking out through a wildly flapping pancho and using an Armco barrier as a wind break all I could see was racers going by at five to ten miles per hour being slashed by sheets of water and gale force winds, a courageous corner worker waving an oil flag in a futile and anticlimactic attempt to warn oncoming drivers.

It was utter chaos. Cars were sliding wildly everywhere on the circuit, but in spite of it all little Eddie Miller somehow managed to pass Johnson and Holmes back into first on the eighth lap. The order was now very tight, Miller followed very closely by Howdy Holmes, Bob Lazier, Tom Bagley, and a fading Herm Johnson. By the end of the eighth lap -- which had to be one of the longest Super Vee laps in the history of the series -- conditions on the circuit were a total shambles. Water was flowing across the track, cars were creeping aimlessly around the circuit, it was impossible to continue and the red flag came out as if to surrender midway through the ninth lap. Many of the drivers did not see the red flag and soldiered on through two more laps before corner workers flagged them down.

What a finish! Since the red flag came out in the middle of the ninth lap, the final standings reverted to the order as of the end of the eighth lap. Eddie Miller and Carl Haas had discussed their strategy prior to the race and had decided that if it started to rain Eddie was to stay out on the track till the bitter end; they would not change to race tires under any conditions. Their strategy paid off, putting Eddie Miller on top when the checkered came out.

Howdy Holmes was just thankful to be in one piece -- given a very stiff neck, starting on unscrubbed tires, and the wrong gears. And Bob Lazier was last seen taking a stiff swig of champagne; we can only assume he was celebrating his third place.

The Elkhart Lake edition of the Gold Cup reconfirmed at least one thing for all of us: a Volkswagen can still float! ■



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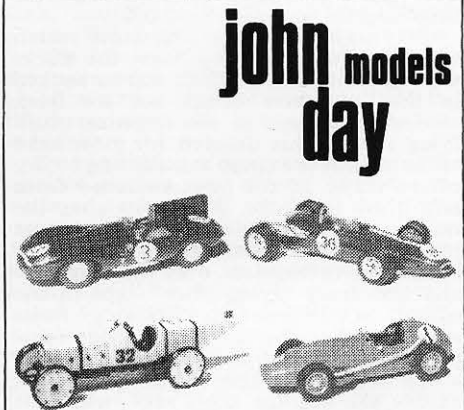
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Jacques Laffite and his Schnitzer-BMW powered Martini Mk16 scored their sixth European F2 victory of the season at Enna, and in doing so Jacques has virtually clinched the 1975 Championship title. To be beaten, Laffite must fail to score any further points, and his nearest rival Jean-Pierre Jabouille (Elf 2) has to win the final four races.

Laffite's latest win was more than a little lucky. He started from the third row of the grid behind the two works March-BMW 752s of Patrick Tambay and Michel Leclere. Jabouille's Elf and the private March-BMW 752 of Vittorio Brambilla; and these five potential winners were all eliminated before turning the first corner,

just a couple of hundred meters from the start line in the first of the two 30-lap parts!

Driving as if he were saving his brains for Formula One, Brambilla tried to out-brake the whole field into the first corner on a line that could only end in disaster. That's exactly what happened. The Italian's March got sideways in the dirt, bounced over the curb and smacked squarely into the side of Tambay's leading March just as he turned into the corner. Shrouded in a great cloud of dust, the rest of the 25 starters all joined the chaos, Jabouille emerging with a broken rear wing, Maurizio Flammini's March-BMW spinning to a stop with broken

front suspension, while Leclere's oil tank had taken a nasty push from behind which was to cause his retirement with a seized engine a short while later. Tambay's car stayed where it was, while Brambilla limped back to the pits where he retired with a badly dented mono-coque. Jabouille was effectively out of the race after losing three laps when a new wing had to be fitted.

Laffite's third row position had saved him from the chaos - his first piece of good luck.

The first lap accident was only the beginning of a race that was to become as action packed with accidents as the previous round in Mugello, two weeks earlier. A strong 29-car field, many of them having limped on the extra 1200 kms South directly after the last race, straggled into the Pergusa circuit. Repairs and, in the more serious cases, spare chassis took care of the majority of the Mugello crash victims, while the teams' engine needs were taken care of by a private plane hired by BMW to bring 14 fresh engines and various engine stuff.

As usual, it was the slippery surface

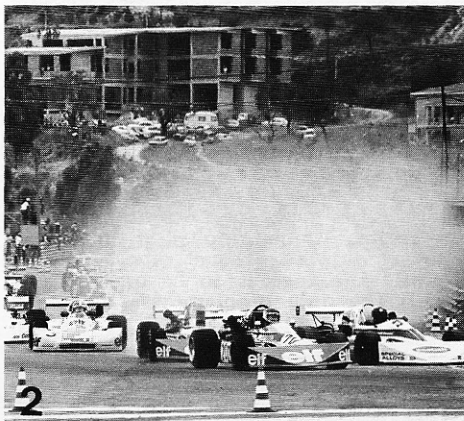
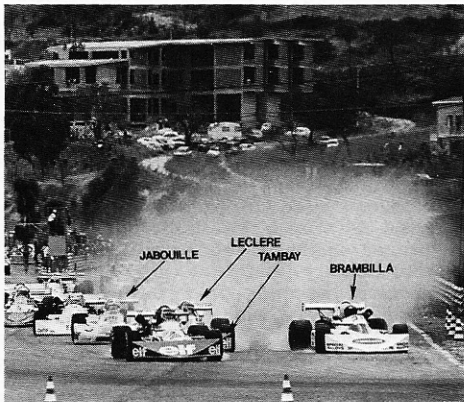
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# Enna Formula 2

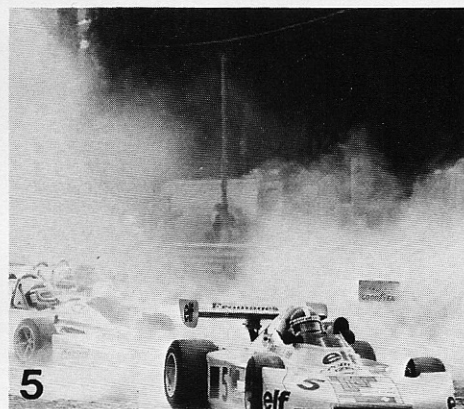
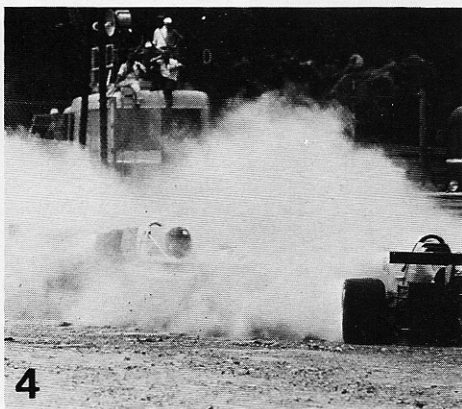
## Laffite clinches the title thanks to Brambilla

By Jeff Hutchinson

Jeff Hutchinson Photos



1975 F2 Champion Jacques Laffite.



# ENNA F-2 continued

Jeff Hutchinson Photos

of Enna's infamous Pergusa track that caused most of the problems, in particular the entrance and exit to a brand new track extension built through the old car park just a few hundred yards after the start. Instead of the start line straight leading onto the long fast right hand corner that formed one end of the "Enna-oval", broken only by two tight chicanes on either straight (the track circles a lake), the new extension added quite a bit more interest to the track. A couple of hundred yards from the start line the track now slows to a tight left-right, then quickens again into a faster dog-leg right before slowing once more to another second gear right-left and back on to the old track about 25% further along the oval.

The blazing sun and the wide tight-gripping F2 tyres first softened, then clawed away tiny parts of the track each time a car passed until soon a layer of treacherous loose tar marked the only possible 'line' through the corners. A few inches off this line spelt instant disaster as even the most cautious were soon to find out.

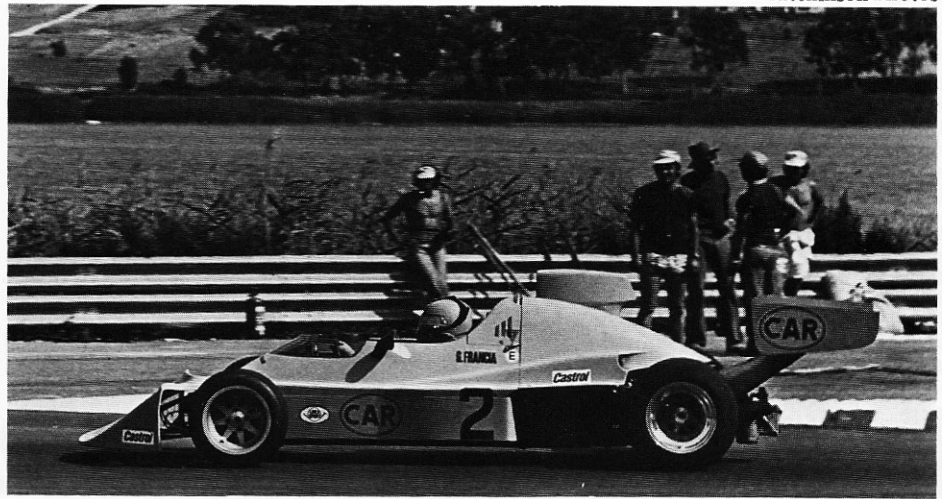
After the chaos of the first lap crash had settled down it was Italian hope Gabriel Serblin leading the now very spread out field at the end of the first lap.

His March-BMW 752 was just a few yards clear of Georgio Francia's Osella BMW, the older March 742 of Cosimo Turizio running well in third place. Catching up fast in fourth position was Laffite while back in fifth was Harald Ertl's Chevron-BMW B29.

It took Laffite only nine laps to move ahead of Serblin and take the lead. For the remaining of the 30 laps he never looked like relinquishing the lead.

Ertl had effectively finished his chances of a good placing after just two laps when he became the second of many incidents at the entrance to the new part of the track. He slid wide and bounced over the curb which bent up his Chevron's low-slung nose section. He carried on, hoping it would last, but then a few laps later the nose and the entire cockpit section blew off at maximum speed down the straight. Sitting in just the bare monocoque Ertl still did not give up the fight; and despite several more off-road

*Ertl slid wide during the first heat and lost all the bodywork from his Chevron.*



*After qualifying seventh, Francia took the BMW powered Osella to a second place finish in the first heat.*

antics caused by the distortion of his car's balance he still managed to finish the first part, although he was two laps behind at the end.

A spin saw Serblin lose his second place to Francia and leave Laffite even further ahead, while the main attention of the race focussed on Gerard Larrousse. After starting from the back of the grid because of an electrical problem right at the beginning of the final quick practice session, Larrousse was making a desperate charge to the front of the field still driving his old 1974 Elf 2 chassis. The new one was finished for this race, but it had gone to Jabouille while the original 1975 chassis was still being repaired after its Mugello crash.

Despite a total of four spins, just to show how hard he was driving, Gerard was right up with the battle between Serblin and Francia during the closing laps of the race. Serblin's car was slowing with a punctured rear tyre, and by weaving around the track he held up Larrousse just long enough for Francia to open out a breathing space.

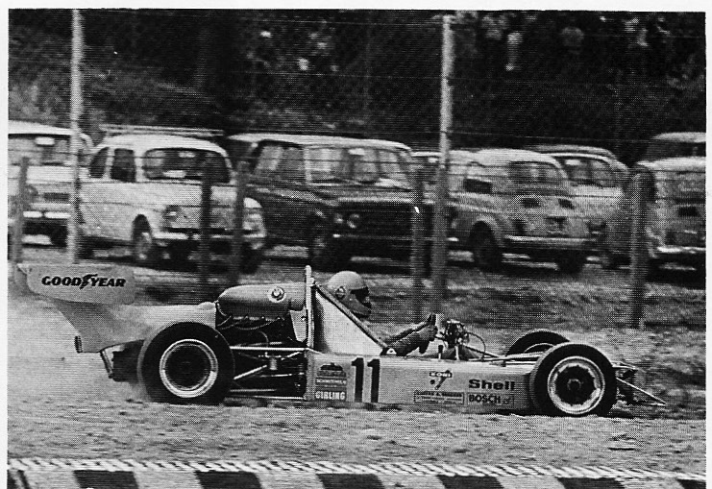
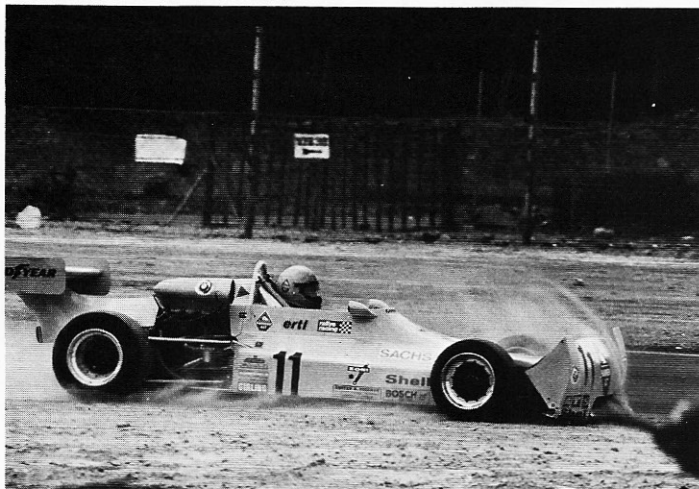
When the Elf was through to third place on the last lap, Francia was by then far enough ahead to hold second place, although it was only by a scant half-second as the two cars crossed the line. Francia had been lapping slower and slower since the start, his problems being a weak wrist, which had only just come out of plaster following his Rouen accident.

Fourth place went to Serblin with Georgio Martini just managing to hold off

the second Osella of Duilio Truffo who was a long way back in fifth place after a race-long battle. Turizio had dropped back after a good start when his March lost second gear, while another driver to drop out after working his way back up following the first lap crash was the Austrian Hans Binder who broke the selector arm in his March's gearbox. This was his last race with the car before changing to a works assisted Chevron for the rest of the year.

Jabouille's bad luck continued even after his first lap stop, for his Elf did not manage to finish the race before his Schnitzer engine seized with the oil tank almost run dry. The same thing happened to Leclere because of a punctured oil tank. The hard driving Frenchman had taken fastest lap of the race during his bid to catch up with the leaders after the first lap incident. By lap ten he had passed Francia for fourth place but there his progress stopped with a broken engine. Laffite no doubt breathed a sigh of relief.

Although Laffite had finished the first part with a comfortable 17 second cushion over Francia and Larrousse, he started the second part very far from confident. When the mechanics had checked over his Martini between races, they had found only 2 litres of oil out of six litres normally in the tank. Josef Schnitzer started the engine, listened, looked at the smoke blowing out the exhaust pipe and said, "I would change it to be on the safe side." The only problem was the team had no time before the start of the sec-



ond part, and all Laffite could do was start and hope it would last. With dusk approaching the weather was getting cooler, another plus on Laffite's side, although he was taking no chances.

At the start he took things very gently, careful not to run the engine too hard, so it was Serblin who jumped through to lead the first lap again, Martini, Francia, Larrousse and Laffite all close behind as the field managed to complete the first lap without any serious incident.

Harald Ertl managed to do exactly the same nose wrecking trick on lap two of the second part that he had done on lap two of the first! This time he stopped at the pits to have the body-work removed voluntarily, but when he rejoined the race with no cockpit, he was black flagged for driving without mirrors. Another stop to have a new section and nose fitted saw him finish another two laps down by the end.

Although Tambay's car had been repaired for the second heat, he was refused a start because the mechanics had disobeyed the marshals and pushed his damaged car back to the pits during the first part. His teammate Leclere did start the race however. Fitted with a fresh engine between races, his March started from the back of the grid. But it wasn't long before he had carved his way up to the front and set another fastest lap.

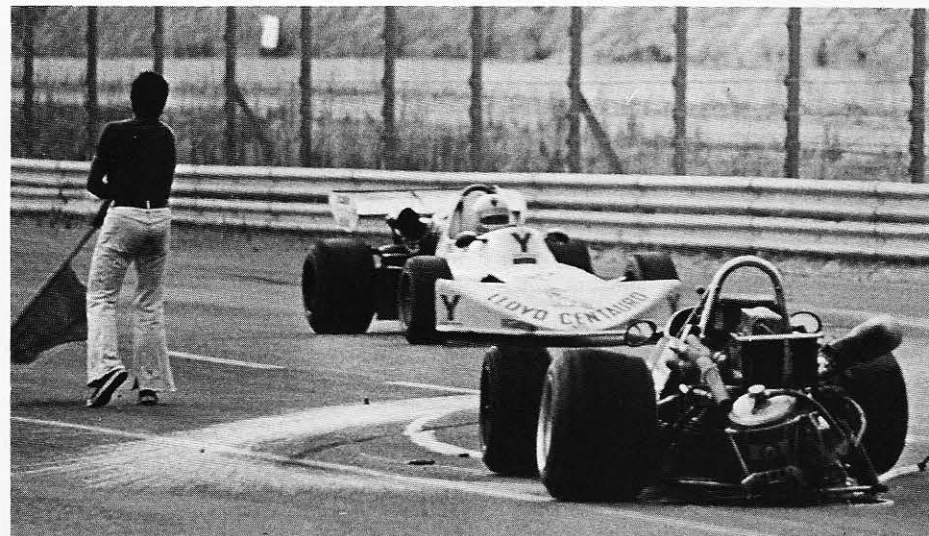
Larrousse had taken the lead from Serblin after six laps, but a lap later it was the flying Leclere out in front, determined to win the heat even though there was no chance of a good overall placing.

"I was quite happy to let him go ahead," said Larrousse, "for he was so much faster than me and with him in front I could also get a good tow and go faster as well, thus opening the lead on Laffite."

Serblin had managed to spin again on lap eight and was way back in eighth place now. Martini was holding off Laffite for third place and Truffo had moved in to fifth spot, his teammate Francia still having problems with his wrist.

Leclere had little trouble pulling ahead of the rest, but then a spin at the second chicane saw his March bounce sideways over the curbs, "which made the handling a little bit funny after that," said Leclere. This let Larrousse back in to the lead. Leclere caught him and got by once again, but another spin at the first corner, just before the end of the race, saw

*The crumpled March of Frenchman Max Bonnin.*



Jeff Hutchinson Photos

Larrousse in the lead at the chequered flag.

Martini's good result disappeared when he spun under pressure from Laffite, which cost him a lap having his March's nose replaced. The main attention in the closing stages of the race turned to the stopwatches as Larrousse tried desperately to pull out more than the 17 seconds on Laffite needed to score an overall victory.

Despite a perfect drive with not a wheel out of place, Larrousse could not lose Laffite by more than 12 seconds. As Laffite's Martini crossed the finish line in third place behind Larrousse and Leclere, his arm shot high in the air to acknowledge his overall win to the delighted waves of his pit crew.

It was a win that could so easily have slipped away had he not nursed his Martini to victory. His first words when he stepped out of the cockpit being "only just". His second bit of luck for the day.

Truffo came in fourth just ahead of Serblin who had managed to retake Truffo after his first spin, only to spin again. F3 ace Pesenti-Rossi brought his March 742 in sixth while Francia managed to remain unlapped in seventh place ahead of Martini who was a lap down after his stop.

Serblin still managed to take third place overall, while Francia finished a deserving fourth overall ahead of his teammate Truffo. Final points went to Pesenti-Rossi, the only other driver to have completed the full 60 laps.

Shortly before the finish of the second part French privateer Max Bonnin was lucky to escape the worst crash of the day when he bounced off the barrier along the main straight in front of the pits. "I was hit in the front wheel by Hans Binder," insisted Bonnin, although Binder denies touching him as he went by. However, Binder himself crashed a few laps later because the rear wheel of his March had come loose . . .

Bonnin's car came to rest with a rear corner ripped off, and the chassis very bent but fortunately Bonnin was not harmed. "It's the end of my racing year though," he said, "I have no money left to carry on."

#### MULLER JOINS THE F2 CIRCUS.

A surprise familiar face in unfamiliar surroundings was sports car ace Herbert Muller who was competing at Enna with a new March-BMW 752 sponsored by Artos, a drink produced by his regular Martini sports car sponsor.

Although it was his first time in a single seater since the 1963 French Grand Prix in Pau, where he drove a Lotus-Climax 24, he took little time to settle in to his new F2 car. He set a creditable eighth fastest practice time and was going well in the race until he was also caught out in the dreaded Enna 'marbles' and damaged the nose.

In the second part he was lying sixth until lap 20 when he crashed again while concentrating on his water temperature gauge. "I started the race with 160 degrees Centigrade and I was busy watching the gauge and not the road. I got off line and that was that," said Muller, who despite his bad day said he enjoyed his first outing in Formula Two very much. "I would have enjoyed it even more on another track," added Muller. So would we all. ■



## Results

Grand Prix Mediterraneo Di F/2  
Autodromo Pergusa, Sicily  
July 27th, 1975

1. J. Laffite, Martini Schnitzer-BMW Mk16, 1 hr 39 min 58.3 sec, 178,242 kph
2. G. Larrousse, Elf-Schnitzer BMW 2, 1 hr 40 min 03.3 sec
3. G. Serblin, March-Trivelatto BMW 752, 1 hr 41 min 23.2 sec
4. G. Francia, Osella-BMW FA2, 1 hr 41 min 44.7 sec
5. D. Truffo, Osella-BMW FA2, 1 hr 41 min 56.3 sec
6. Pesenti-Rossi, March-BMW 742, 1 hr 42 min 32.1 sec
7. G. Martini, March-BMW 742, 59 laps
8. "Gianfranco" March-BMW 742, 58 laps
9. B. De Driver, March-BMW 752, 58 laps
10. C. Giorgio, March-BMW 742, 58 laps

#### Fastest Lap:

Leclere, March-BMW 752, 1:36.4, 184.855 kph

#### Heat Positions

##### Heat one

- |                               |                             |
|-------------------------------|-----------------------------|
| 1. Laffite, 50 min 27.5 sec   | 2. Francia, 50 min 44.6 sec |
| 3. Larrousse, 50 min 45.1 sec | 4. Serblin, 51 min 7.0 sec  |
| 5. Martini, 51 min 43.4 sec   | 6. Truffo, 51 min 43.8 sec  |

##### Heat two

- |                               |                                   |
|-------------------------------|-----------------------------------|
| 1. Larrousse, 49 min 18.2 sec | 2. Leclere, 49 min 22.4 sec       |
| 3. Laffite, 49 min 30.8 sec   | 4. Truffo, 50 min 12.5 sec        |
| 5. Serblin, 50 min 16.2 sec   | 6. Pesenti-Rossi, 50 min 44.4 sec |

#### CHAMPIONSHIP STANDINGS

Laffite, 54 pts; Jabouille, 20 pts; Larrousse, 19 pts; Tambay, 18 pts; Bourgoigne, 18 pts; Flammini, 14 pts; Francia, 14 pts; Leclere, 12 pts; Truffo, 10 pts, etc.

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# BRITISH GRAND PRIX

## EMERSON SLIDES IT HOME

By Jeff Hutchinson

**F**or a long time people have been wondering what would happen to a Grand Prix that suddenly got caught in a deluge of rain. Well, they found out at the British Grand Prix when on the 56th of the scheduled 67 laps the red flag was limply hung out to stop the race. The only car to cross the finish line was Emerson Fittipaldi's McLaren.

The second, third, fourth and fifth placed cars of Carlos Pace, Jody Scheckter, James Hunt and Mark Donohue never got to see the red flag for they were part of the \$100,000 Silverstone scrapyard which had bent-and-twisted grand prix cars littered all around it.

A preview of what was to happen came mid-way through the race when a light summer rain shower saw leader Clay Regazzoni slide off the track; his

successor, Tom Pryce, followed suit a few laps later.

Pryce's teammate Jean-Pierre Jarier in the second UOP Shadow was one of the first to crash. A dozen more cars followed him into the catch fencing, mostly at the far side of the circuit where the track had suddenly become perilously awash - the result of a second rain. It was total chaos as one driver after another aquaplaned off the track, the wide slick tyres offering no grip at all. Only Emerson and a couple of others had stopped at the pits for wets at the very first spots of rain which almost certainly saved them from joining the carnage. As the news was being phoned to the start line to stop the race, Emerson's McLaren was just on its way back into the lead which gave him an extra lap on the rest who were all

parked by the side of the track or caught in the pits as the race was stopped.

Despite several written-off chassis, none of the drivers was seriously injured. Tony Brise suffered a nasty blow and cuts to the head after being hit by a fence post and was taken to the hospital for X-rays; otherwise all the others were walking about trying to piece together what had happened. Jarier was one of these nursing an injured head which had to be stitched after he was also clouted by fence posts which split his helmet, but fortunately not his skull.

### entry & practice

If you want to know exactly how successful a driver has been during the course of the year, just wander down to





Jeff Hutchinson Photo

the pits and study the helmets. Like battle honours, drivers get a small gold or silver Goodyear flying-boot insignia for each win or pole position.

By Friday night, it was Tom Pryce who got his first silver boot when he pulled out that something special for his home crowd and set the fastest lap in practice for the UOP Shadow team.

On paper, his time of 1:19.36 didn't seem fast compared with the lap records, but a new chicane, built to slow the cars around the once-thrilling 160 mph right hand corner leading on to the start/finish straight, was the reason for the three or more seconds drop off in expected lap times. The chicane's purpose was to cut down the risk of possible crowd injury in the event of an accident; spectators pack the main grandstand only a few yards from the edge of the track. Although the reason were obvious, the loss of Woodcote, Britain's fastest and most

challenging corner, was not a popular move in the eyes of most drivers. They agreed with the safety reasons, but not with the way it was done, for the hastily built temporary chicane looked like it could cause more trouble than it was worth.

In comparison with the race, practice seemed routine. Pryce's fastest lap, set on the second day, was just 14 hundredths of a second faster than Carlos Pace's best Thursday time of 1:19.50 and it was the high spot of the day.

Niki Lauda and Clay Regazzoni put their familiar Ferrari 312Ts on the second row of the grid, their individual times only a blink of an eye apart.

Vittorio Brambilla once again proved very fast in the little March 751, which was looking very different from the last race. The two side fins on the rear wing had been extended almost to the ground with two additional aerofoil sections

riveted onto the sides the width of the rear wheels and butted close to the tyre. (See September issue, Matters of the Moment.)

Next to Vittorio on the third row of the grid was Jody Scheckter in the first of the two Tyrrell 007s. His car was unchanged since Ricard and at the start of the weekend things looked promising when he set fastest time of the first session. By the end of the day he was down to sixth fastest which he managed to hold on to but not improve despite going quicker the second day.

A smaller, more dished new rear wing was the only significant change to the McLaren cars this weekend; Emerson Fittipaldi setting the better time with the last of the sub-1:20 laps, his fourth row spot shared by Carlos Reutemann in the second Brabham.

continued ►

# BRITISH GRAND PRIX

continued

James Hunt, local favourite and star of the April non-Championship race, was having a difficult time with his familiar Hesketh 308. He could not better 1:20.14, unable to get the handling to his liking.

Jochen Mass came next in the second McLaren, his main problem being a bad headache which refused to go away all weekend.

Compared with his teammate's time Jean-Pierre Jarier was not doing so well in the second Shadow, although he was heading the sixth row of the grid with a best lap of only one second slower than Pryce.

Mario Andretti was going well in the

Jim Crawford. Jacky Ickx had stood down for this race and it seems likely that he will do the same for the rest of the year as he has been released from his Lotus contract until the new car is ready. As in France, Peterson's car was running a short wheelbase, while the other two were the five inch longer wheelbase cars tried in France, now with a slightly wider track at the rear. Coil spring shock absorbers were also being used to stiffen up the rear in Chapman's constant bid to improve the handling.

Next quickest was the second Tyrrell of Patrick Depailler which headed John Watson on the ninth row. Watson, one of the few drivers to have serious engine trouble, spent half the practice sessions walking around while two engines had to be replaced after they had tightened up.

Jacques Laffite was impressed with the performance of his Williams during private testing a few weeks ago but was now just the opposite. He headed the

quickest at changing four wheels in the event of a rain stop, a match race was organized with 600 Pounds Sterling donated by Tyrrell's Elf sponsors for the winning crew.

Jody Scheckter and Emerson Fittipaldi lined up on the start line and had to complete one lap, stop and change all four wheels and then complete another lap in under two minutes; the speed certifying that the wheels had been properly fixed, but only the actual tyre change was timed. The two teams had been practicing all week to set the best time.

Despite the fact that the McLaren men were using their special Indianapolis wheel fixing arrangements, with captive nuts to ensure a quick change, the Tyrrell men came out clear winners with a time of 12.8 seconds. McLaren mechanics took 19.8 seconds although they were delayed when an air line came off one of the bottles used to feed the quick-change guns. Even so they would have been unlikely to beat the slick change of the Tyrrell men. Little did they know how useful their practice was going to be.

Jeff Hutchinson Photo



The British Grand Prix marked Donohue's first appearance in the newly acquired March 751.

Parnelli until a spin saw chassis 02 slightly damaged against the catch fencing so he took over 01, which he had raced in France, and set twelfth quickest time.

Brise came next, first of the two Hill entries, his usual race car set up with the new rear suspension geometry used in France. The second car of Alan Jones and the new T car were in similar trim.

Next to Brise was German Hans Stuck, running his first Grand Prix since the end of last year. Stuck was delighted with the difference between the new car and his last experience in an F1 March. "I can laugh and yodel while I am driving around in this car, it's so easy to drive," said a delighted Stuck.

Right behind Stuck's March with almost exactly the same time was Mark Donohue driving the First National City Penske-March 751 in its first race. He seemed a lot happier with this car and was soon down to a competitive time heading the eighth row of the grid ahead of Peterson's Lotus 72.

Peterson was the first of the three-car Lotus team at this race. Ronnie was driving his usual car and the other two cars were being driven by the two new Lotus 'Young Tigers', Brian Henton and

tenth row anyway, ahead of Alan Jones who sat alongside in the second Embassy-Hill.

Henton came next, feeling his way into his first F1 race with expected caution, while Lella Lombardi was next quickest and was ahead of six other cars in practice. One of which was another F1 newcomer: Formula Atlantic driver Dave Morgan. He had bought himself a ride in the second spare Surtees. Morgan was heading the Copersucar of Wilson Fittipaldi on the penultimate row.

The last row consisted of the third Lotus driven by Jim Crawford and the Lyncar-Ford backed by Pitch with engine builder John Nicolson at the wheel, who was happy just to qualify in his once-a-year Grand Prix.

## A BONUS FOR THE TYRRELL MECHANICS

One of the most exciting moments of practice came after it was all over, for the much publicized pit-stop race between the Tyrrell mechanics and the McLaren men was the highlight of the day. After some friendly rivalry between the two teams about which of them was

## race

The big question mark hanging over the race as the 26 cars warmed up for the 2 p.m. start was the weather. It was not raining and the track was dry, but throughout the day dark clouds had been rolling in over the Silverstone track and it seemed doubtful whether the whole race would be run in the dry, even though there was bright sun at the start.

The traditional British flag start was replaced by a new light-signal start system and as it turned to green it was Pace who jumped ahead to lead Pryce, Regazzoni, Lauda, Scheckter, Hunt, Fittipaldi and the rest all jammed up close behind.

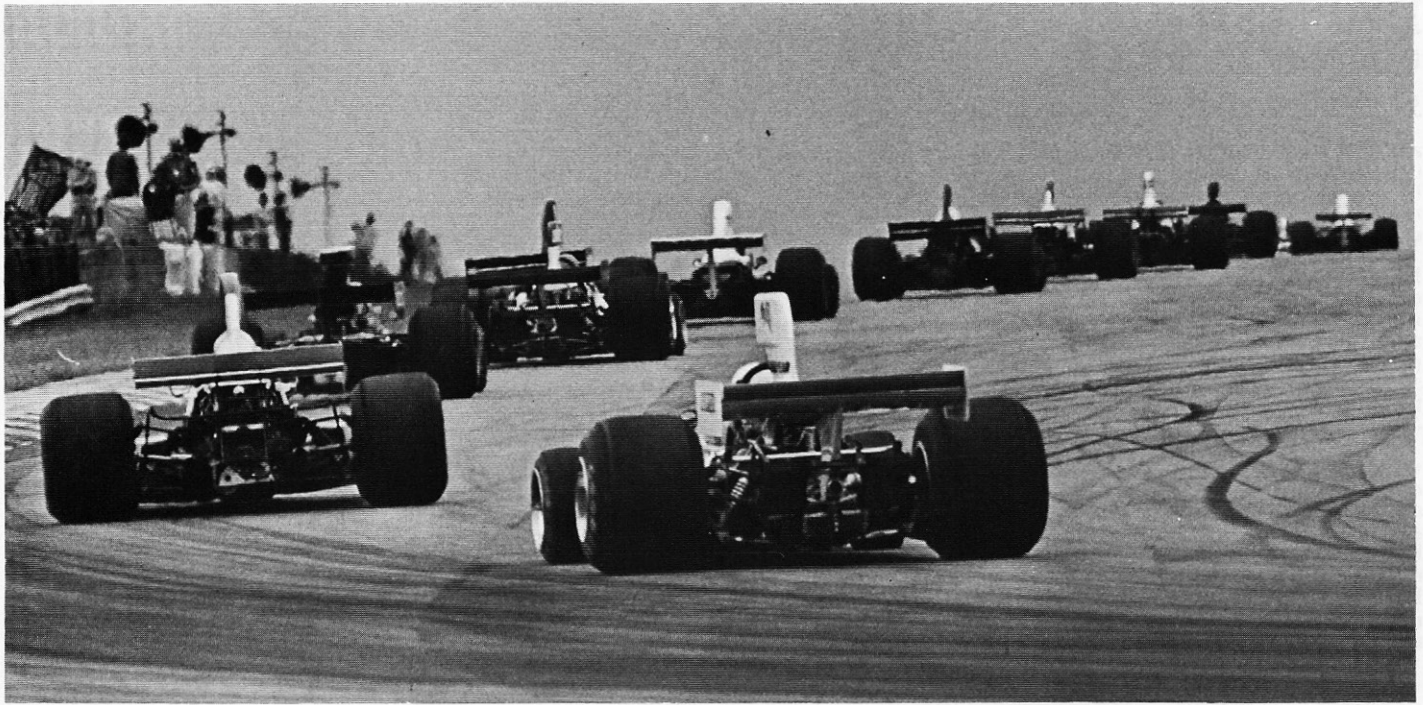
Because of the good chance to do some wild driving into the new chicane first time around, the drivers had agreed that they would hold position through the chicane on the first lap; this was enforced by yellow flags should anybody forget in the heat of the moment. All the cars got through safely and as the cars finished the end of the second lap it was still Pace, Pryce, Regga, Lauda, Scheckter and Hunt in the leading group with Fittipaldi dropping back slightly to lead Andretti, Reutemann, Brise, Brambilla and Mass.

Lombardi was in the pits at the end of the first lap for the first of several stops before retiring with engine trouble, while Reutemann's race lasted just four laps before he pulled off the track with a dropped valve and consequent blown motor.

Jacques Laffite was out a lap later with a broken gearbox on the Williams and Ronnie Peterson's bad luck reappeared when he made the first of two stops to cure a misfiring engine. His car was finally pushed away after seven laps when the fault could not be cured.

Despite the early retirement of these four cars the battle for the lead riveted the crowd as first Pryce then Regazzoni set the fastest laps of the race trying to find a way by the Martini Brabham. It was eventually Regazzoni who made it through when he left Pace no choice but to back off going into the chicane on lap 13, Regga having moved ahead of Pryce three laps earlier.

Pace hung on to the leading Ferrari, Pryce still tight behind, while Lauda, Scheckter and Fittipaldi were still up with this leading group. Hunt had been



Tail end view of the pack on the first lap.

Jeff Hutchinson Photos

shining though and now the drivers had to make the decision whether to stay out on a wet track and drive very slowly on "dry" tyres until the track dried out, or to make a stop for wets.

Jody decided to stop for wets, so as he came into the pits just after taking the lead it was Pace leading once again, Lauda second, Fittipaldi third, Hunt fourth and now Mass and Jarier in fifth and sixth. Next time around both Lauda and Jarier stopped for wet tyres which left Pace, Fittipaldi, Hunt and Mass all tiptoeing around on slicks, struggling to hold their positions and at the same time fighting to keep their snaking cars on the treacherous track. This crazy situation went on for several laps, Jody soon closing the gap on his wet tyres and retaking the lead on lap 27. By this time the rain had stopped and the track was already drying so on lap 32 he was forced back into the pits and out of the lead once more to switch to dry tyres.

For two laps it was the turn of Jean-Pierre Jarier to lead until he was also forced back to the pits for dries.

During the session on dry tyres on the wet track, the rest of the leading bunch had been headed by James Hunt, whose wet weather driving had taken him past Fittipaldi and Pace. For a few brief laps the order had settled down to Hunt busily holding off Fittipaldi and Pace, while catching up fast was Scheckter still in fourth, then another gap to the closely-bunched knot of Donohue, Brambilla and Jarier.

Mass had dropped out of the leading group when he was forced into the pits for a new nose section after hitting a line of course markers. Wilson Fittipaldi's Copersucar had exited the pit lane and not seen Mass approaching; Mass had to pull so wide he went off and damaged the McLaren's nose. This put an end to his chances of finishing in the points.

With all the drama caused by the rain passed by Fittipaldi on lap nine and had

fallen back to battle with Brise, who had taken Andretti on lap six and looked all set to pull himself into a challenge of the front runners. Unfortunately his fine drive was brought to a temporary halt on lap 12 when the Hill pulled into the pits with a loose front wheel. By the time Brise went out again he was almost at the back of the field, but still full of fight.

Regazzoni had obviously decided that this race was going to be his, for after a couple of laps with Pace snapping at his heels he set fastest lap of the race on lap 16 and looked all set to do a 'Lauda' on the rest of his fellow racers - but then the unpredictable British weather stepped in. Light rain started to fall unevenly on different parts of the circuit and on lap 19 Club Corner, which had been almost dry a lap before, the leading Ferrari performed a half spin backwards into the catch fencing. Regga got going again with the rear wing bent but otherwise

okay. The pit stop to change the wing cost him just over a lap, his chances of scoring his first Grand Prix of the season virtually gone.

This left Pryce with a useful lead ahead of Pace but the Welshman's bravery on the wet track couldn't overcome the fast-ebbing coefficient of friction. Going into Beckett's corner the Shadow suddenly flew away from under him and before he could react it was firmly planted into the barrier, having gone through several rows of catch fencing. Tom was briefly knocked out and had to be taken out of the car but after a few minutes he was back to normal except for a stiff neck and a loss of memory as to what had happened.

During this same lap Scheckter had taken second place from a cautious Pace as it started to rain. The sun was still

continued ►



*Brambilla holds off Andretti and Donohue.*

# BRITISH GRAND PRIX

continued

and the track now completely dry again, it looked as though we were still going to be in for an exciting finish, although nobody could have guessed just how exciting.

To the delight of his home crowd, Hunt kept his lead until lap 42, but with each lap Fittipaldi's McLaren moved a few lengths closer. Fittipaldi then moved ahead to take the lead and Pace also passed Hunt's Hesketh for second place a lap later. James was obviously in trouble, his cushion now gone, for now Jody was closing fast.

The first solid sign of trouble came when the engine note of the Hesketh changed until soon it was sounding very sick because of a broken exhaust pipe. Jody was breathing down Hunt's neck by lap 49 but was almost put out of the race altogether when a section of the Hesketh's exhaust pipe finally fell off and narrowly missed the Tyrrell, which finally moved up to take third place on lap 53.

Donohue had held fifth place for a while but was overtaken by Brambilla and then Jarier, and by this time theirs were the only cars still on the same lap as Fittipaldi's. Lauda had fallen back a lap with a puncture; Andretti had slowed early on when Jarier cut him off at the chicane and bent his Parnelli's front nose spoiler right up in the air - by the time a new one was fitted he was well back in the field.

The race was approaching its final stages and it looked as though it was going to be a straight battle between Fittipaldi and Pace as they were separated by only a few seconds; Jody Scheckter a distant third pulling away from the ailing Hunt. Brambilla was holding on to his fifth place, while Jarier was straining hard to close the gap and wrestle it from him.

It was at this point that the threatening black clouds began to release their load of rain. At the start/finish line it came first as a few spots - but Jarier, caught unaware, lost control and ploughed into the catch fencing just a few yards from his pits. While attention was drawn to this drama on the finish line, almost all the race track fell into a strange silence - this finally broken by Fittipaldi as he roared back into the race from a tyre-change pit stop as Andretti, Brambilla and Jones also came in for wets.

Suddenly a red flag was hung out from the end of the pit lane to stop the race and the excited voice of the commentator was barking 20-words-a-second in a bid to describe the chaos over on the far side of the track. At Stowe corner Donohue, Mass and Watson had spun off the track and crashed into the catch fencing. Farther around at Club corner Pace, Scheckter, Brise, Wilson Fittipaldi, Depailler, Hunt, Henton and Morgan were all littered around the edge as if swept off the track by a giant hand. Scheckter, whose car was one of the worst off with the foot-well pushed back several inches, explained what happened: "It was incredible. The lap before, the track had been wet but not too bad, then the next time around it was awash. As soon as the car went over the patch of road where it changes surface it just took off. You could do what you liked with the brakes and steering, it was just like being on ice. I tucked my head down and just hung on, then came a big crash and I felt my feet being pushed back as the monocoque



Jochen Mass returns to the pits carrying the nose section from his McLaren.

took the impact. I was lucky to have been in a Tyrrell. I got out with only a slightly sprained wrist when the steering got knocked around."

This was the story that the drivers told as one by one their totalled cars were brought back to the paddock. Perhaps the unluckiest of them all was Morgan, who, seeing the chaos in front of him, pulled off the road and stopped before

he joined it. He was just about to get out of the car when Hunt came spinning out of control and used the Surtees as a buffer, writing off the chassis in the process.

When the first three drivers were called to the presentation platform to get their trophies, only Fittipaldi was around to collect his cup - the sole survivor of one of the craziest Grand Prix races ever held.

## BRITISH G.P. GRID

Carlos Pace Martini Brabham BT44B 1:19.50	Niki Lauda Ferrari 312T 1:19.54	Tom Pryce UOP Shadow DNS 1:19.36
Clay Regazzoni Ferrari 312T 1:19.55	Jody Scheckter Tyrrell Ford 007 1:19.81	Vittorio Brambilla March Ford 751 1:19.63
Carlos Reutemann Martini Brabham BT44B 1:20.04	Emerson Fittipaldi Texaco Marlboro McLaren M23 1:19.91	James Hunt Hesketh 308 1:20.14
Mario Andretti Parnelli VPJ4 1:20.36	Jean-Pierre Jarier UOP Shadow DNS 1:20.33	Tony Brise Embassy Hill GH1 1:20.41
Hans Stuck March Ford 751 1:20.46	Mark Donohue Penske March 751 1:20.50	Patrick Depailler Tyrrell Ford 007 1:20.60
Ronnie Peterson JPS Lotus 72E 1:20.58	John Watson Surtees TS16 1:20.83	Jacques Laffite Williams Ambrozium FW4 1:21.01
Alan Jones Embassy Hill GH3 1:21.19	Lella Lombardi March Ford 751 1:21.60	Brian Henton JPS Lotus 72E 1:21.36
Wilson Fittipaldi Copersucar-Fittipaldi 1:21.67	Dave Morgan Surtees TS16 1:21.65	John Nicholson Lyncar 006 1:22.86
John Nicholson Lyncar 006 1:22.86	Jim Crawford JPS Lotus 72E 1:21.66	

## BRITISH G.P. PRACTICE

	First Session	Second Session	Third Session
Tom Pryce	1:19.80	1:19.36	1:19.70
Carlos Pace	1:19.58	1:19.70	1:19.50
Niki Lauda	1:19.70	1:19.54	1:19.70
Clay Regazzoni	1:20.10	1:19.55	1:20.50
Vittorio Brambilla	1:19.63	1:20.10	1:20.50
Jody Scheckter	1:19.96	1:21.30	1:19.81
Emerson Fittipaldi	1:19.91	1:20.70	1:20.70
Carlos Reutemann	1:20.04	1:20.04	1:21.50
James Hunt	1:20.50	1:20.14	1:20.40
Jochen Mass	1:20.30	1:20.18	1:21.90
Jean-Pierre Jarier	1:20.33	1:20.40	1:20.70
Mario Andretti	1:21.60	1:20.90	1:20.36
Tony Brise	1:20.50	1:20.41	1:21.00
Hans Stuck	1:21.00	1:20.46	1:24.00
Mark Donohue	1:20.70	1:20.80	1:20.50
Ronnie Peterson	1:20.58	1:22.30	1:21.40
Patrick Depailler	1:20.60	1:21.20	1:20.90
John Watson	1:21.20	1:20.83	1:20.80
Jacques Laffite	1:21.01	1:21.20	1:22.00
Alan Jones	1:21.60	1:21.19	1:21.40
Brian Henton	1:21.50	1:21.36	1:25.00
Lella Lombardi	1:21.60	1:23.20	1:23.40
Dave Morgan	1:21.65	1:22.50	1:22.10
Wilson Fittipaldi	1:21.67	1:22.10	1:23.60
Jim Crawford	1:21.66	1:22.10	1:23.70
John Nicholson	1:23.30	1:22.86	1:23.10
Rolf Wunderink	1:25.90	1:25.00	-----
Hiroshi Fushido	1:26.60	1:27.20	-----
James Hunt*	1:22.40	-----	-----
Mario Andretti*	1:23.00	-----	-----
Alan Jones*	1:24.90	-----	-----

\*Time set in T car



## Results

British Grand Prix  
Silverstone Circuit  
July 19th, 1975

- Emerson Fittipaldi, Texaco Marlboro McLaren M23, 1 hr 22 min 05.0 secs, 120.01 mph
- Carlos Pace, Martini Brabham BT44B, 55 laps\*
- Jody Scheckter, Elf Tyrrell 007, 55 laps\*
- James Hunt, Hesketh 308, 55 laps\*
- Mark Donohue, March 751, 55 laps\*
- Vittorio Brambilla, March 751, 55 laps
- Jochen Mass, Texaco Marlboro McLaren M23, 55 laps\*
- Niki Lauda, Ferrari 312T, 54 laps
- Patrick Depailler, Elf Tyrrell 007, 54 laps\*
- Alan Jones, Embassy Hill GH3, 54 laps
- John Watson, Surtees TS16, 54 laps\*
- Mario Andretti, Parnelli VPJ-4, 54 laps
- Clay Regazzoni, Ferrari 312T, 54 laps
- Jean-Pierre Jarier, UOP Shadow DNS, 53 laps\*
- Tony Brise, Embassy Hill GH1, 53 laps\*
- Brian Henton, JPS Lotus 72E, 53 laps\*
- John Nicholson, Lyncar 006, 51 laps

\* Crashed

### Retirements:

David Morgan (Surtees TS16) accident, lap 50; Wilson Fittipaldi (Copersucar-Fittipaldi) accident, lap 50; Hans Stuck (March 751) accident, lap 45; Jim Crawford (Lotus 72E) accident, lap 28; Tom Pryce (UOP Shadow DNS) accident, lap 20; Lella Lombardi (March 751) engine, lap 18; Ronnie Peterson (JPS Lotus 72E) engine, lap 7; Jacques Laffite (Williams FW4) gearbox, lap 5; Carlos Reutemann (Martini Brabham BT44B) engine, lap 4.

### Fastest Lap:

Clay Regazzoni, Ferrari 312T, 1:20.90

# German Grand Prix

By Jeff Hutchinson



German Grand Prix winner Carlos Reutemann.

Ron Zuehlke Photo

If you had put all the numbers into a Bell Star, shaken it up, then pulled out a winner for the last couple of Grand Prix races, you would have been as likely to come up with the winners as the experts were at predicting the results.

At the German Grand Prix it was lucky number seven Carlos Reutemann's Brabham BT44, which scored its first victory of the year and moved the Argentinian into second place in this year's World Championship point standings. He was one of the few survivors of a race ruined by punctures, which were caused by accidents and some untidy driving which littered the 14 mile Nurburgring circuit with the small sharp stones that edge the track. The scorching hot weather made the fat slick tyres easy prey for the dreaded puncture buzzard, while the gruelling nature of the world's toughest track also took its toll on the machinery. By the end of the 14 lap race, we were left with just nine runners of the 24 which started!

It should have been another win for Niki Lauda's invincible Ferrari, or maybe Patrick Depailler's Tyrrell, which had chased him nose to tail for more than half the distance until the front suspension failed. Ferrari was left with two cars in the first two places, Lauda clear of his teammate Clay Regazzoni, but after another two laps 'Regga' had stopped with a blown engine and Lauda was

limping the long way back to the pits with a flat front tyre. It was that kind of a race.

Reutemann then came through to take the lead with five laps to go, and when the flag came out, he was still there. Some four miles behind it was Jacques Laffite's Williams which came in second, while Lauda recovered to take third place and add a vital four points to his Championship lead, which he now looks almost certain to hold until the end of the year.

Fittipaldi, current World Champion and up to this race Lauda's main challenger for the 1975 title, watched most of the race from the pits after two separate punctures had damaged the suspension of his McLaren. Scattered around the track and pits were the cars of Jochen Mass, Vittorio Brambilla, Jean-Pierre Jarier, Mark Donohue and Jody Scheckter, also out with punctures.

Tom Pryce hung on to an heroic fourth place and the Jo Siffert award when his UOP Shadow soaked him in fuel for the last few laps while holding second place. Alan Jones brought the second Hill home a distant fifth. Gijs van Lennep came sixth in the new Ensign, the two drivers scoring their first ever Championship points. The March of Lella Lombardi and the private Hesketh of Grand Prix debutant Harald Ertl filled the next two places, the only other drivers on the same lap as the leader.

A record crowd of almost 300,000 people had come to watch the race which should have been a thriller, but which had turned sour within a few laps of the start.

## entry & practice

To start the final third of this year's World Championship races, round 11 moved from Silverstone to the most challenging circuit in the world, the Nurburgring. At 22.84 kms it is also the longest permanent circuit in the world, and in those 23 kilometers are packed every condition a car and driver are likely to meet in a whole season's racing.

It's a real racers circuit. No matter how many laps a driver has done, the next one is always a challenge. It's that sense of uncertainty and almost a spirit of adventure about lapping at almost 200 kph around this track that gives the German Grand Prix an atmosphere like no other race in the world. The Targa Florio had it, as did other famous road circuits now lost forever. Now only the 'Ring is left. The unique atmosphere of this circuit built in the heart of the Eiffel mountains attracts 200,000 plus spectators, most of them camped amongst the dense pine forests which line most of the circuit.

Along with the drivers this track tests machines to the ultimate limit. Every lap the gearbox, brakes, suspension and engine are worked to the breaking point as

continued ►

# German G.P. continued

they force the car on through hairpin turns, long fast straights, nerve tingling high-speed turns and the 'Rings famous jumps, where the whole car is thrown high into the air and then cushioned by its suspension as it lands again at over 140 mph. Sparks fly from beneath, fiber glass, paint and metal marks are left as permanent reminders on the track's surface, while all around the track thick black tyre marks, often veering off and ending at twisted and bent barriers, are a more gruesome reminder of the battles the 'Ring has won!

The big question in practice was whether the 'Ring would finally lose its 7 minute barrier. Since the inception of the 3-litre Formula One engine capacity ruling, times have been creeping closer and closer to the magic 7 minute barrier. Last year Niki Lauda came within a second of breaking in to a 6 minute time, but he just failed during his pole position bid.

(BELOW) Andretti leaves the pits.

This year he was determined to do it. In the first session on Friday he warmed up with the quickest time of 7:00.6 but then a rain shower at the start of the second session on Friday left him little chance to improve on that by the time the track had dried.

After an overnight gear-ratio change he returned Saturday morning to a clear blue sky and warm sunshine for the final two sessions, each of 90 minutes. 7:02.4 was all he could manage in the first session when a leaking shock absorber was diagnosed. The final session was to be his last chance. He tried one lap on full fuel tanks to make sure that all would be well with the handling at the start of the race, and that was a 7:00.7!

He came back to the pits, the fuel was pumped out, and he went out again for pole position. His first lap was a 7:00.4 after being held up by a slower car at one stage, but then the next was a clear one. As he screamed over the start-finish line all the clocks in the pit lane had stopped him under the magic 7 minutes.

Within a few minutes the loud speakers were telling the world that Niki Lauda had just lapped the Ferrari in 6 minutes 58.6 seconds at an average speed of 196.383 kph.

Another barrier had been stripped from the 'Ring, which is now fighting to

hang on to its 200 kph lap, the next challenge waiting.

Until the start of the final session it looked as though it was going to be a Ferrari front row, Clay Regazzoni holding the next fastest time of 7:01.6. But by the time practice had ended, he found himself back on the third row, three other drivers having gotten under that time in a final last minute dash.

The place alongside Lauda finally went to Carlos Pace's Brabham BT44B. The Brazilian put up an exceptional performance to lap in exactly 7 minutes dead.

Making up the second row of the grid were the Elf Tyrrells, Jody Scheckter heading his teammate Patrick Depailler by just one tenth of a second!

Last year Jody's first race on this circuit had seen him finish a fine second in the race. This year he was out for a win, and as in the past it seems that the Tyrrell chassis was more than capable of giving him that win.

Depailler's practice time was a real credit to the Frenchman; he had lost virtually all the first day's practice when a suspension failure and then a puncture almost caused him to walk back to the pits twice.

The first time the resourceful Frenchman, who had had the front left shocker pick up point break, readjusted the other three corners to take the load off the damaged corner in order to get the car back to the pits. "The mechanics were really surprised when I told them what I had done," said Patrick with a wide grin on his face despite having one of the slowest times of the day and virtually no practice.

He made up for it the next day when all ran more smoothly, and he set the fourth quickest time. Like those before him he did it in the final session.

It was Regazzoni's third session with which he finally ended up heading the third row, the rest of the times having all come at the last moment when he thought he was home and dry for a front row spot. Last year's winner was not so happy.

Lucky to be sharing the third row was the first of the two McLaren entries, that of local hero Jochen Mass. He was second fastest at the end of the first day with a very quick 7:01.8. Emerson Fittipaldi had managed to get in some post-Silverstone practice, and the handling of the McLaren chassis had been improved by some suspension angle changes. A small USAC type "skirt" had also been attached along the edges of the chassis and channelled into a 'V' under the driver's legs. This did not last too long before being grounded away over the bumps and jumps, and just how effective it proved to be was really guesswork. One noticeable change that Jochen could feel was a sudden very heavy touch to the steering. Despite Mass not lacking in the muscle department, "I think 14 laps in a row is going to be really hard work on Sunday," he said, staring thoughtfully through his constant srowd of bustling admirers and massaging his stiff arm muscles at the same time.

His good start to the weekend turned abruptly sour on Saturday morning. On a fast downhill double corner section he got his McLaren onto some dirt kicked up by a previous car, and it slid out from beneath him. The car spun into the barrier and pushed a front wheel back into the monocoque; so that was that.

He took over Emerson's spare chassis, and after sorting it out to his liking he got down to a 7:03.0, still quick, although not as fast as his first day's times.

Among Mass' rivals none was more

Jeff Hutchinson Photo





An airborne Patrick Depailler.

Jeff Hutchinson Photo

keen than Hans Stuck, Mass' German contemporary, who attracted a similarly large crowd of followers. This Mass/Stuck confrontation at their country's premier motor race was another reason for a record crowd this year. The interest was heightened even more by the fact that Stuck managed to lap his Lavazza backed March 751 just three-tenths of a second slower than Mass in the final session. Stuck was still as delighted with his car as he had been at Silverstone when he first drove it. His only upset of the weekend was in the final session when a puncture (like many others) robbed him of the chance of beating Mass' time, for with something like 15 kilometers to get back to the pits, he did not dare risk driving the car back so parked it where it was.

Emerson Fittipaldi set a 7:02.7 the first day, but a water leak meant a change of engine for the second day, and he did not better that time on Saturday. Even so, like Mass, his first day's time was good enough for a good placing, right behind Mass on the fourth row.

James Hunt slowly got his familiar Hesketh 308 sorted out on Saturday to set a fifth row time of 7:02.7 in the final session. He tried his new chassis the first day until he buzzed the engine to almost 12,000 rpm. With the current engine

shortage the team did not want to risk losing another or split their efforts working on the new chassis; so he did not try it again.

Next quickest was the Brabham BT44B of Carlos Reutemann, the Argentinean driver now feeling much better after running several races with a chest infection. "I was feeling really down the last few races," admitted Carlos, "but the doctor has put me on lots of vitamin tablets and told me not to run the old air tube into my overalls like I did in the past." Little did he know that by the end of the weekend he would be feeling better than he had all year.

Vittorio Brambilla had started the first day's practice with a best time of 7:06.0, the only driver to set his fastest time in the short period of dry track just before the second session finished. The next day he failed to go any faster because "there is something which he feels is not right with the handling," said Robin Herd after the last session had ended, "but I am sure we will find out what it is."

Jean-Pierre Jarier came next with a best time of 7:07.1 in his usual Shadow, although hidden away in a truck throughout the weekend was the long awaited Shadow-Matra DN7. Rumors

were flying about the paddock as to why it was not being used. The deal has fallen through was the general word although it was nearer the truth to say that it was 'pending'.

Naturally the UOP men are not willing to jump into a deal with Matra to run four of the Matra V12 engines for a year until they have proved it a worthwhile operation, which to date they had not. The situation had also been aggravated by the price having gone from something around 200,000 dollars to 300,000 dollars (or 1¼ million French Francs).

Mario Andretti did well to get down to a 7:08.2; in this first outing at the 'Ring for the Parnelli car, Mario was using chassis 02, which had been considerably modified since its last race. The inboard brakes had been moved outboard with the resultant new front fabricated uprights made to take them. The rear oil coolers had been laid flat over the rear driveshafts, and large scoops had been fitted to feed them with cold air. This also meant that a slightly smaller unit could be used, while there was also appreciably lower drag compared with the vertically mounted units under the rear wing.

continued ➤

# German G.P. continued

With no Surtees running at this race John Watson made a last minute deal to drive the second Lotus 72, taking the usual spare chassis which still had its long wheelbase set-up and coil spring/damper units at the rear instead of torsion bars. He set the quickest Lotus time with a best of 7:09.4.

Heading the eighth row was Jacques Laffite, who set a very creditable 7:10.0 in his usual Williams FW04. Sharing the eighth row with him was Tom Pryce in the second Shadow DN5A.

Pryce had set a first day best of 7:12.2 in his race car the first day, but when the engine refused to run properly the second day, he was forced into the T car, with which he set his grid time, but he was far from happy. "The car handles terribly, even down the straight. One lap I got into a real twitch. I don't know what's up with it," explained Pryce. Neither did designer Tony Southgate, for that night the team set about putting a fresh engine in his usual race car rather than try and sort out the T car.

Tony Brise was using his usual race chassis, although half his time was spent alternating between the newer T car and the older one. He was to have driven the T car, but he badly stuffed the front right-hand corner when a slow puncture caught him out near Adenau Forest. He jumped in his usual race car for the final session and set his fastest time in that.

Peterson came next in the other Lotus 72, his usual car still in short wheelbase form. He looked positively frightening at some of the jumping points around the circuit; his slow time of 7:11.6 was not through lack of trying.

Mark Donohue was once again settling in well with his March chassis as well as quickly getting to grips with the circuit which he had tried to learn during the previous couple of days in his Porsche road car.

Considering his newness to it all he recorded a very creditable 7:11.8 and was pleased — that is until one of the friendly locals stole his private Porsche from



German driver Harald Ertl drove the ex-Allen Jones Hesketh.

Ron Zuehlke Photos

outside the hotel on race night. All his papers, diary and notes were in the car which will probably be found in a few days lying gutted in one of the nearby woods just as happened to Tim Schecken a couple of years ago.

Ian Ashley, the F5000 driver who was last seen in F1 driving the Token at this race last year, got another big chance when he was asked to drive the second Williams. He was driving really hard. A little too hard when after setting a best of 7:13.3 the second day he lost control just before the Pflanzgarten jump and spun, crashing into the barrier head on. The front of the car was totally destroyed, and Ashley was taken to the hospital with a broken leg and two badly bruised ankles. A lucky escape under the circumstances.

Alan Jones came next with a 7:15.9

in the second Hill, while Wilson Fittipaldi was sharing the eleventh row of the grid in his regular Copersucar after a best of 7:19.1.

Heading the twelfth row was the third German driver in the race, the bearded Harald Ertl making his Grand Prix debut in his recently acquired Hesketh 308, which used to be the Alan Jones car.

He was heading the new Ensign of Gijs van Lennep, who set a best of 7:20.4, van Lennep now permanently replacing Roloef Wunderink who failed to qualify at the British GP.

Twenty-fifth car on the grid was the March of Lella Lombardi with a best of 7:36.4.

(BELOW) Jacques Laffite's Williams.







The start.

Jeff Hutchinson Photo

The final entry was that of the Citizen Maki team, who brought their car along once more in a bid to qualify it for its first race.

This time the driving was entrusted to English driver Tony Trimmer. Trimmer, who like Donohue has never raced at the 'Ring, had the double problem learning a new car and the difficult track.

He had set a 7:43.1 and was just going for his quick time when a side plate fell off the rear wing. This caused the car to oversteer coming out of the corner before the Karrussel, and he put a wheel on the curb. Just at that point, perhaps because of that, the rear upright sheared across the centre, and Trimmer wobbled up the road before spinning on to the infield.

The car was not badly damaged, but it was unfortunately just 1.1 seconds outside the maximum qualifying time; so once again the luckless Maki team were spectators for the race. With Ashley out they would have been able to start, had they gone 1.1 seconds faster the lap before.

During practice there had been a total of 22 punctures!

## race

Everything looked right for it to be a great race. Sunday morning dawned hot and clear. The pre-race warm up session proved uneventful, and for hours before the 1:30 p.m. start the roads for miles around were jammed solid with cars carrying the last arrivals of what turned out to be the biggest Grand Prix crowd ever with an estimated 300,000 people. Some of them had not even made it to the track by the time it was all over!

Everything that could be drunk had sold out for miles around. Even the local water supply had run out while being sold at 50 cents a glass, and the last few bottles of beer were being sold for \$7.00 a bottle.

For those that did manage to make the race, it was to turn out a sad disappointment.

It went all wrong on the very first lap. From the moment the starter lifted the flag, in fact. That was the problem. He lifted the flag, and he held it raised for almost ten seconds. Twenty-four engines screamed to be released, and when they

were finally let go, two of them were left floundering, their wound up energy lost hopelessly in smoking clutches which had not been able to take the long wait. These were the engines of Jody Scheckter's Tyrrell and Ronnie Peterson's Lotus. These two cars were already gobbled up by most of the field by the time they had joined in the rush for the first corner.

It was pole man Lauda who made it into turn one first with Pace, Depailler, Mass, Reutemann and the rest all snapping at their heels. Peterson was very slow getting away and was the last into the first corner. He drove slowly behind the pits and then turned off to take the slip road back into the pits to try and get his clutch fixed. After another effort it was still not right, and he was posted the first retirement.

In fact he was beaten to that honour by local hero Mass, who provided the first big disappointment of the day when his car shot off the road at the very fast Fuchsröhre section, six kilometers after the start. "A front tyre blew out, and the

car just slammed into the barrier," said Mass, who was even luckier to step out of his second wrecked chassis of the weekend without a scratch.

Behind, the rest of the field was forced to slow. Lauda, Depailler and Pace, who had passed by Depailler before the accident, pulled slightly ahead of the rest. The resultant debris and stones on the track saw Donohue's March pick up a puncture — a foretaste of what was to become the ruination of the race.

Donohue limped back to the pits, rejoined the race almost half a lap down and then stopped for good when a front tyre also blew out, only this time it was too far away to get the car back to the pits.

At the end of the first lap it was the Ferrari that came into sight first, but the blue Tyrrell and Pace's Brabham were close on its tail. A few seconds back Reutemann was holding off Regazzoni for the time being while Stuck, Fittipaldi, Hunt, Jarier, Brambilla and Andretti made up the rest of the front runners. Scheckter was back in fifteenth place but after a careful lap his clutch had cooled off and was working as it should.

The next time around the order amongst the leading cars remained the same except for the two Fittipaldi brothers, who both limped into the pits with shredded flat tyres. Both rejoined the race, but now were well out of the picture. Andretti had managed to get by Brambilla in a hair-raising move at the Flugplatz. The Italian edged Andretti out on to the curb as he landed, which, unbeknown to Mario at the time, had caused damage to the front wheel and pulled off the rear oil cooler shroud. A lap later Brambilla was out of the race when he limped back to the pits with two punctures and suspension damage. He tried a slow lap of the south loop before retiring for good.

Lap three had also seen Regazzoni get by Reutemann for fourth place while fifth place was now held by Hunt's

continued ►

(BELOW) Depailler hounds Lauda.

Ron Zuehlke Photo



# German G.P. continued

Hesketh after he had moved ahead of Stuck.

Next time around it was Fittipaldi back in the pits with yet another flat tyre. This time the shredded carcass came right off the rim, causing suspension damage. Emerson tried another lap with a fresh tyre before calling it a day.

Stuck also stopped at the pits to change a flat tyre, but during the journey back a water pipe had gotten damaged, and the next time around his engine blew up half way along the main straight.

Andretti called at the pits when the fuel metering unit suddenly went to full rich after a retaining pin had fallen out. His pit crew changed the damaged front wheel and repaired the oil radiator cowl at the same time. This was not to be the end of Andretti's troubles by any means, for after a couple of laps he had to make another stop to fix a punctured front tyre while the central fuel tank behind his seat had also sprung a leak. Driving with painful petrol burns right up to the desperate end, he was finally cheated out of what would have been ninth place or higher when his car ran out of petrol with two laps to go.

With only four laps of the 14 scheduled laps gone, the race was already beginning to look like the survival of the fittest, only at this rate there would hardly be any. There was worse to come.

Up front the race was being saved, for the moment at least, by the still desperate nose-to-tail battle of Lauda and Depailler.

Pace had dropped back and then on lap five was another stopper when he called at the pits with "the handling feeling funny". It was thought to be a puncture like all the rest, but half way around the very next lap the car stopped for good with suspension failure at the rear.

This put Regga up to third place, still maintaining the narrow gap ahead to the leading dice but unable to close it significantly, even after he set fastest lap of the race.

Hunt was moving up to make it a close battle with Reutemann for fourth place, while Jarier was now sixth.

In seventh place and closing fast on the Shadow was Jody Scheckter, who by virtue of the retirements and some press-on driving was making meteoric progress back through the field after his bad start.

He got ahead of Jarier on lap seven, but then on lap eight it was all over for the South African when he had the second big crash of the day. "Going along the fast fifth gear, up-hill section before the Karrussell something let go at the rear end," said Jody. "I just ducked down and bounced along the barrier for about 100 yards," he added. Jody was lucky to have gotten out of his second nasty smash in two races with no more than a bruised foot. Jarier then went out with a puncture caused by Jody's wreckage.

A lap later Tyrrell's second hope and the main excitement of the race also crumbled when Depailler stopped at the pits with the front left side suspension rocker arm cracked. The race was getting so ridiculous with retirements that Ken Tyrrell ordered the arm of the spare car to be removed and fitted, which cost Depailler a lap in the pits, but in the end it earned him ninth place!

Lap nine, and it was Lauda and Regazzoni making it Ferrari one-two, but

luck ran out for both cars on lap ten.

Regazzoni's oil pressure took a dive and ended in a blown engine before the end of the lap, while Lauda punctured a front right tyre and almost three minutes limping back to the pits for repairs. The shredded tyre took away half the front spoiler as well by the time he got there.

Also joining Lauda in the pits, only permanently, was the Hesketh of James Hunt, which for one glorious moment had held second place before retiring with a driveshaft/hub failure which saw diagnosed when the wheel refused to come off. It was getting crazier by the minute. With five laps to go there were only ten cars still left on the track!

Reutemann found himself a minute ahead of Pryce; Laffite was third, Lauda fourth, Jones fifth, van Lennep sixth, Ertl seventh, Lombardi eighth, Andretti ninth and Depailler tenth.

Ertl was slowing after his brake fluid had boiled and stopped working after a cooling duct had fallen off, while Pryce was also slowing and about to lose second place because of a petrol leak like Andretti. Andretti stopped on lap 13, but Pryce's car had still enough fuel to see him through, although by the end he must have wished it had not.

Fuel leaking from the filler cap was soaking his overalls and seeping up under his visor. He had to release his seat belts

to be able to lift himself up into the air stream for fresh air! Sick with the fumes and burned by the petrol, Pryce managed to hold on to the end and an eventual fourth place, an effort which earned him the Jo Siffert award and saw him jump out of the car at the finish line and rip off his clothes on the spot.

The finish line was almost an anticlimax. Reutemann took the flag. Then after a long silent wait, Jacques Laffite scored his first ever points with second place, 1 minute 37 seconds later.

Lauda came home third another 40 seconds while over another minute behind Pryce finished fourth.

Jones took fifth, van Lennep sixth, while Lombardi took an eventual seventh place after Ertl finished the last lap on an almost flat, blistered rear tyre, but happily winning the first German driver award for his determination. Depailler was still running at the finish, but he was a lap down and the last qualified finisher.

What a strange race it had been. The tyre situation prompted Goodyear to issue a rather silly press release, backed up by the Constructors, saying that it was the responsibility of the organizers for all the punctures by allowing the edges of the track to be covered with so much loose gravel! I wonder why they had not blamed God for the rain at Silverstone. ■

## GERMAN G.P. GRID

Niki Lauda Ferrari 312T-021 6:58.6	Carlos Pace Brabham BT44B-4 7:00.0	Patrick Depailler Tyrrell 007-4 7:01.4
Jody Scheckter Tyrrell 007-6 7:01.5	Jochen Mass McLaren M23-4 7:01.8	Emerson Fittipaldi McLaren M23-9 7:02.7
Clay Regazzoni Ferrari 312T-023 7:01.6	Hans Stuck March 751-4 7:02.1	Carlos Reutemann Brabham BT44B-1 7:04.0
James Hunt Hesketh 308-2 7:02.7	Vittorio Brambilla March 751-3 7:06.0	Jean-Pierre Jarier Shadow DN5-4A 7:07.1
Mario Andretti Farnelli VPJ4-2 7:08.2	John Watson Lotus 72E-8 7:09.4	Tom Pryce Shadow DN5-2A 7:10.1
Jacques Laffite Williams FW-04 7:10.0	Ronnie Peterson Lotus 72E-9 7:11.6	Ian Ashley* Williams FW-03 7:15.9
Tony Brise Hill GH1-1 7:10.9	Mark Donohue March 751-5 7:11.8	Wilson Fittipaldi Copersucar FD-03 7:19.1
Alan Jones Hill GH1-3 7:18.6	Harald Ertl Hesketh 308-1 7:19.5	Gijs van Lennep Ensign N175-MN04 7:20.4
Lella Lombardi March 751-2 7:36.4		

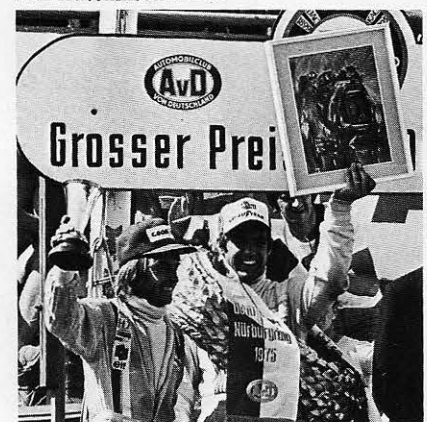
\* Did Not Start

## GERMAN G.P. PRACTICE

	First Session	Second Session	Third Session
Niki Lauda	7:00.6	7:02.4	6:58.6
Carlos Pace	7:13.3	7:07.6	7:00.0
Jody Scheckter	7:07.2	7:02.3	7:01.3
Patrick Depailler	8:12.5	7:02.7	7:01.4
Clay Regazzoni	7:04.3	7:01.6	7:02.2
Jochen Mass	7:01.3	7:04.2	7:03.0
Hans Stuck	7:08.3	7:02.9	7:02.1
Emerson Fittipaldi	7:02.7	7:02.8	7:03.6
James Hunt	7:13.2	7:04.2	7:02.7
Carlos Reutemann	7:10.8	7:04.0	7:04.7
Vittorio Brambilla	7:06.0	7:10.9	7:07.4
Jean-Pierre Jarier	7:07.6	7:07.1	7:16.6
Mario Andretti	7:14.9	7:08.3	7:08.2
John Watson	7:13.6	7:09.4	7:14.1
Jacques Laffite	7:20.3	7:10.8	7:10.0
Tom Pryce	7:12.2	7:10.1	7:25.5
Tony Brise	7:21.3	7:17.2	7:10.9
Ronnie Peterson	7:13.3	7:11.6	7:12.1
Mark Donohue	7:26.6	7:18.9	7:11.8
Ian Ashley	7:21.8	7:15.9	7:18.7
Alan Jones	7:41.3	7:18.6	7:19.3
Wilson Fittipaldi	7:21.5	7:22.0	7:19.1
Harald Ertl	7:28.8	7:19.5	7:30.5
Gijs van Lennep	7:25.1	7:20.4	7:25.0
Lella Lombardi	7:42.3	7:36.4	7:44.5
Tony Trimmer	8:24.1	7:53.4	-----
Tom Pryce*	7:16.2	7:13.3	-----
James Hunt*	7:18.2	-----	-----

\* Time set in T car

Jeff Hutchinson Photo



## Results

German Grand Prix  
Nurburgring  
August 3rd, 1975

1. Carlos Reutemann, Brabham BT44B, 1 hr 41 min 14.1 sec; 189.473 kph
2. Jacques Laffite, Williams FW04, 1 hr 42 min 51.8 sec
3. Niki Lauda, Ferrari 312T, 1 hr 43 min 37.4 sec
4. Tom Pryce, Shadow DN5, 1 hr 44 min 45.5 sec
5. Alan Jones, Hill GH1, 1 hr 45 min 4.4 sec
6. Gijs van Lennep, Ensign N175, 1 hr 46 min 19.6 sec
7. Lella Lombardi, March 751, 1 hr 48 min 44.5 sec
8. Harald Ertl, Hesketh 308, 1 hr 48 min 55.0 sec
9. Patrick Depailler, Tyrrell 007, 13 laps

### Retirements:

Andretti (Farnelli VPJ4) ran out of petrol, lap 12; Hunt (Hesketh 308) drive shaft failure, lap 10; Regazzoni (Ferrari 312T) engine, lap 9; Brise (Hill GH1) crash after radius rod mounting broke, lap 9; Scheckter (Tyrrell 007) crash, lap 7; Jarier (Shadow DN5) puncture, lap 7; Pace (Brabham BT44B) rear suspension failure, lap 5; E. Fittipaldi (McLaren M23) damaged suspension after two punctures, lap 5; Stuck (March 751) engine, lap 3; Brambilla (March 751) suspension damage after two punctures, lap 3; Watson (Lotus 72E) front suspension failure, lap 2; Peterson (Lotus 72E) clutch, lap 2; Donohue (March 751) puncture, lap 1; Mass (McLaren M23) crash after tyre blew out, lap 0.

### Fastest Lap:

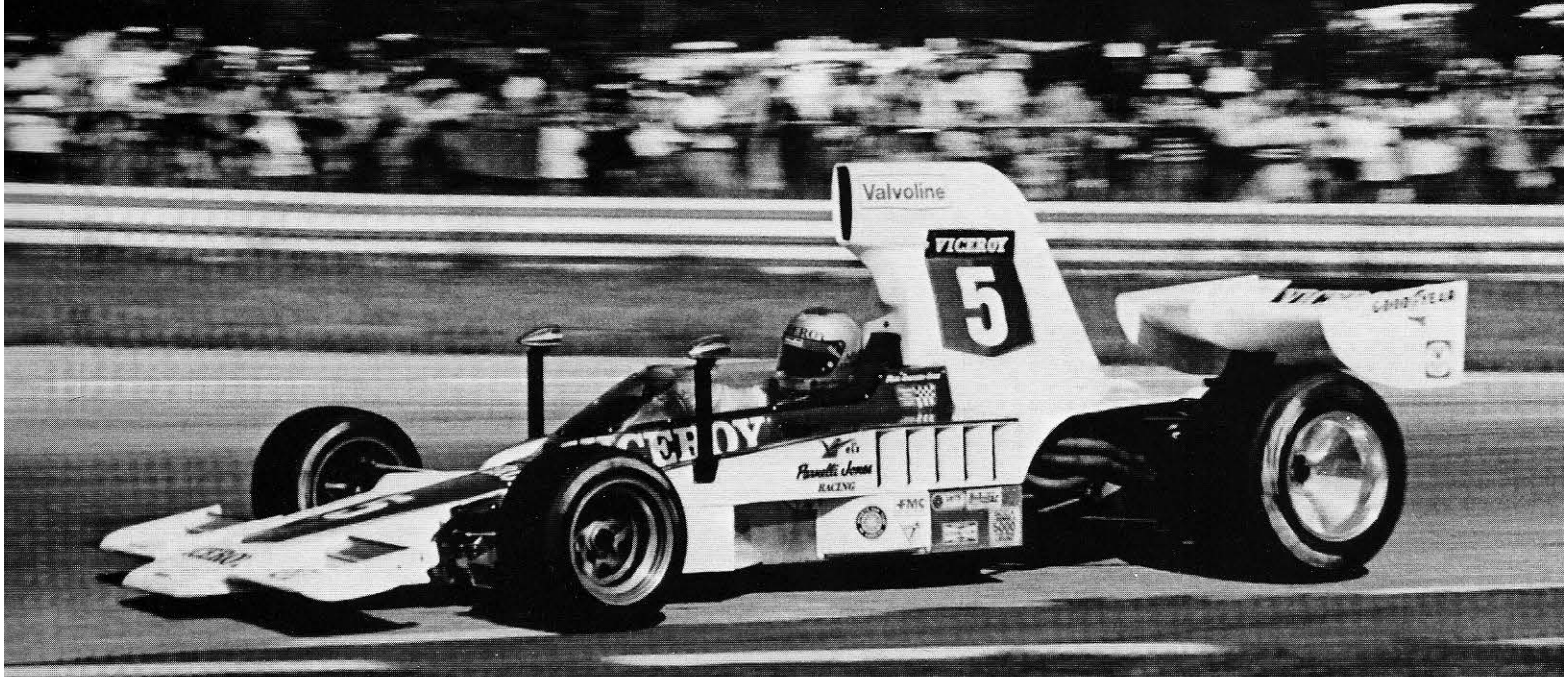
Clay Regazzoni, Ferrari 312T, 7:06.4, 192.79 kph (new record)

### WORLD CHAMPIONSHIP (Round 11)

Lauda, 51 pts; Reutemann, 34 pts; E. Fittipaldi, 33 pts; Hunt, 25 pts; Pace, 24 pts; Scheckter, 19 pts; Regazzoni, 16 pts; Mass, 14½ pts; Depailler, 12 pts; Laffite, 6 pts; Andretti, 5 pts; Pryce, 5 pts; Donohue, 4 pts; Ickx, 3 pts; Peterson, 3 pts; Jones, 2 pts; Brambilla, 2 pts; Jarier, 1½ pts; Brise, 1 pt; Van Lennep, 1 pt; Lombardi, ½ pt.

### CONSTRUCTORS WORLD CHAMPIONSHIP

Ferrari, 54 pts; Brabham-Ford, 53 pts; McLaren-Ford, 39½ pts; Hesketh-Ford, 25 pts; Tyrrell-Ford, 24 pts; Shadow-Ford, 6½ pts; Williams-Ford, 6 pts; Lotus-Ford, 6 pts; Farnelli-Ford, 5 pts; March-Ford, 3 pts; Hill-Ford, 3 pts; Ensign-Ford, 1 pt.



# ROAD AMERICA F/5000

## MARIO PLAYS CATCH UP

By Gordon Kirby

Jim Drago Photo

Just as it was about to become a rout, the USAC/SCCA Formula 5000 Championship tightened up. It was at Elkhart Lake, round four of the series, where the fortunes of the two fastest men in F5000 reversed themselves. Brian Redman, reigning Champion and current points leader, failed to finish his heat because of suspension failure, then ran immediately into tire and gearbox troubles in the final and finished a lowly eighth after a pitstop. On the other hand, Mario Andretti, always fast but often running into some kind of nebulous problem, led away from the pole and won comfortably without extending any portion of himself or his machine. So it was that Redman's apparently insurmountable points lead dwindled, and Andretti pulled himself back into a strong second place.

In the wake of the two dominate Lolas there were encouraging performances from the thus far disappointing field. Jackie Oliver ran on to a comfortable, if not exceptionally fast, second place with the Shadow. Well behind Oliver came Eppie Wietzes who had his best race to date this season with his now much modified Lola T400. Then came a raging battle for fourth place which finally faded away when the inevitable mechanical gremlins struck. But for a short time at least this struggle was a taste of Formula 5000 racing at its loudest and best. It was then even more impressive that B. J. Swanson should force his way through this clot of machinery, pull away on his own and even catch and challenge Wietzes over the final laps. Swanson had in two short months become the man to watch,

### entry & practice

Last year it was at Elkhart where the F5000 series began to blossom into the full flower which later bloomed in the closing west coast rounds and again this year it was the Wisconsin circuit which gave us the first big field of the season. 31 of 33 entries arrived, and among these were a couple of particularly welcome additions. The first was Francisco Mir's Lola T332, decked out in the colors of none other than Evel Knievel and carrying support from Knievel's associates - Ideal Toys, Harley-Davidson motorcycles and Chuckles Candy Bars. Knievel himself was on hand to draw the crowds, and the driver was Elliott Forbes-Robinson, Super Vee Champion, ex-F5000 Eagle driver and current Player's Atlantic ace. Unquestionably a team with much potential.

The second addition of note was a Lola T332 entered by the Patrick Racing Team under the aegis of their sponsor Sinmast. The Lola was prepared in both chassis and engine departments by George Bignotti, and the driver was USAC star Gordon Johncock. Although Bignotti and Johncock have only slim road racing experience, their collective talents should soon make their Lola into a serious contender.

Otherwise the entry was as at Watkins Glen, and as at the Glen it was Brian Redman and Mario Andretti who dominated practice. It took little time before both men were well below last year's race and practice records. Ultimately they were two full seconds faster than last

year with Andretti taking pole on 2:02.077 ahead of Redman's 2:02.338.

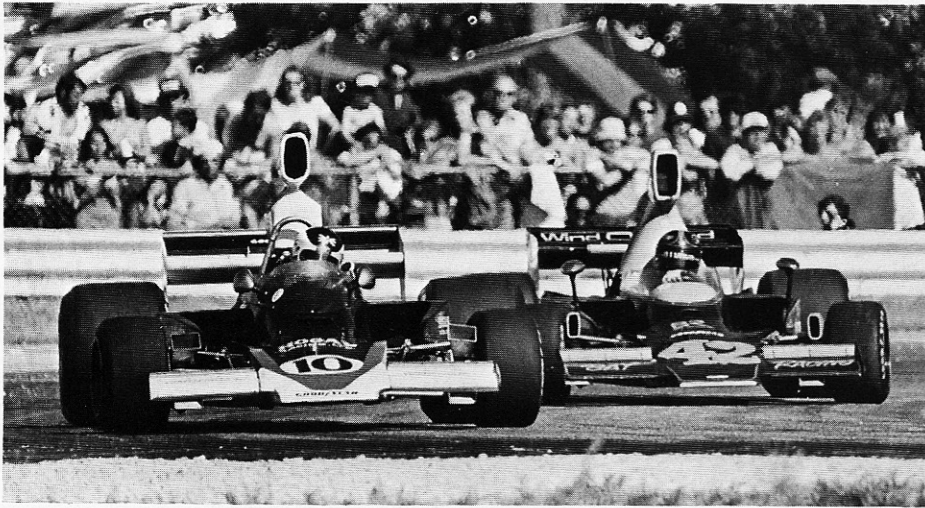
Their Lolas were in virtually identical trim to that displayed at the Glen, although Andretti's used a new, taller airbox, and Redman's appeared for the first time in the more familiar red paintwork of Carl Haas and Jim Hall. As at the Glen the two teams attributed most of the reduction of lap times to increases in horsepower.

Surprisingly it was B. J. Swanson and the blue and orange Bay Racing Lola T332 which came through to head the rest of the field. Driving with great precision and control Swanson was very quick throughout practice and on this, the first circuit of the F5000 season on which he had previously driven, B. J. recorded a remarkable best of 2:03.476.

This left the young Indianian comfortably quicker than the pair of UOP Shadow DN6s with which Jackie Oliver found himself struggling throughout practice. Oliver eventually decided to race the newer of the two chassis, but both cars looked rough and choppy, throwing up clouds of dust as they dropped wheels off the road exiting turns and slithering and sliding around in a very unpredictable manner. The UOP team was left a little confused by it all. Oliver's best in the newer Shadow - raced at the Glen by Jean-Pierre Jarier - was 2:04.232.

Despite experiencing engine problems David Hobbs went well to place his Hogan Lola T332 fifth fastest on 2:05.515. Hobbs said the chassis was working well, and that generally he was

continued ►



David Hobbs leads B. J. Swanson.

very happy although he claimed that he was 800 rpm down. When a list of top speeds recorded at the end of one of the longer straights was published, Hobbs was more than ten mph slower than the four cars ahead of him on the grid; so the engine was duly replaced for the race.

It was interesting that Al Unser was listed as fastest of all through the speed trap with the second Viceroy Lola T332 which was running in standard Vel's Parnelli trim, without the newer airbox. For Unser, Elkhart was another new circuit, and in getting down to a best of 2:05.543 he had a couple of easy fiberglass-rending spins into the grass. Despite a sluggish engine Eppie Wietzes and his Formula Racing Lola T400/332 began to work well together, getting down to 2:05.557. The team home-built slimline bodywork was now turned out in fiberglass, and the car's transformation as far away from T400 specs as it could get had been completed with the addition of a T332 wing.

Elliott Forbes-Robinson qualified the Knievel/Mir Lola T332 eighth fastest (2:05.752), saying that the car felt very good and seemed to do all the things a Lola is supposed to do. Behind EFR came the two Talons in the field, the works-supported car driven by Warwick Brown just nosing out the almost brand-new

Interscope Racing Talon of Jon Woodner. Brown said that he finally had his car working well ("For once it doesn't understeer") while Woodner lost time due to a broken input shaft and problems with the brakes. Last of the quicker runners was Graham McRae, the former F5000 Champion, driving Eddie Lewis' Lola T332 very hard, although like Hobbs he was losing out badly in terms of straight-line speed.

Evan Noyes (Lola T332) led the mid-field knot among which was the Jorgensen Eagle of Vern Schuppan. The Eagle missed the final qualifying session while an engine was changed, and Schuppan said the car was "Ok in the faster corners, but in the slow ones it's terrible." Johncock worked hard all through practice trying all kinds of combinations and eventually recording a time within a second of Schuppan, barely slower than John Cannon's March 73A.

### heats

The qualifying heats were run over fifteen laps apiece and were something of an improvement over recent events. They still suffered from having too few cars on the track however, and the SCCA issued a memo stating that in future races the

heats will be merged into a single, slightly longer qualifying race in the event there are less than 30 cars in the field.

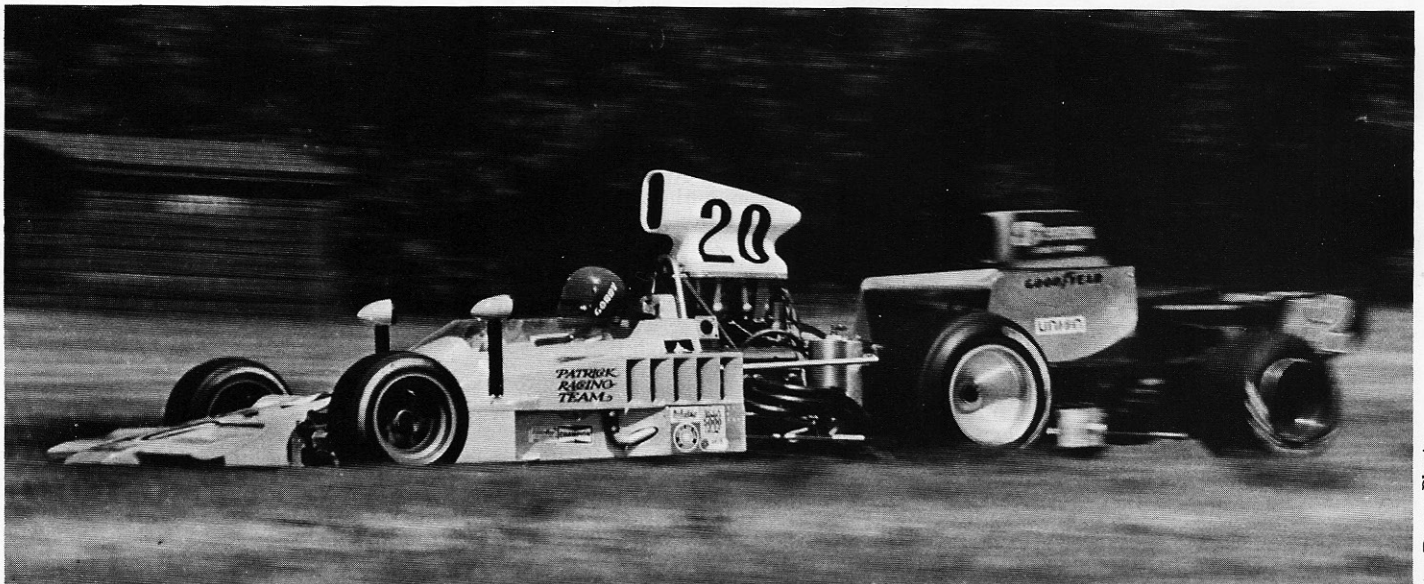
Andretti won the first heat easily, although for a few laps B. J. Swanson kept the red and white Lola well in sight. But then B. J.'s brakes began to fade away because of a pocket of air which had not been bled from the system, and over the last half of the race the Bay Racing car dropped steadily down the lapchart, losing second to Eppie Wietzes, third to Warwick Brown and finally fourth to David Hobbs. Wietzes, still troubled by an engine which would not rev freely, finished well behind Andretti with Brown's red Talon following in his mirrors throughout the race. Hobbs drove well after spinning out of third place on the second lap because, "I tried too hard with new brake pads."

For a few laps the second heat featured a good chase between Jackie Oliver's Shadow and Brian Redman's Lola. Oliver got the drop on Redman at the start and hung on ahead of the Chaparral Lola for five laps. But then Redman found a way past and began immediately to pull away.

Six laps later however Oliver was back in front. Redman had slithered to a stop out on the back of the circuit after a long, lurching moment when the center of a rear upright pulled apart. This was the first time in 37 starts that the Haas/Hall car had failed to finish because of mechanical troubles! Neither car nor driver was damaged otherwise, and after a hectic hour's worth of work the red Lola was ready for the final.

It was then Oliver who won the second heat comfortably, the Shadow looking much better than it had in practice but still not showing the speed of the faster Lolas. Well behind Oliver came Elliott Forbes-Robinson who drove the Knievel/Mir Lola comfortably and well into second place after Al Unser pulled into the pits because of a broken rocker arm. John Gunn made an excellent start and in a good drive held on for third ahead of Jon Woodner who spun on the first lap and flat-spotted all of his tires. For a while Vern Schuppan and Danny Ongais (Interscope Lola T400) pursued Woodner, but the Eagle stopped with a clevis pin broken in the rear suspension

*USAC's Gordy Johncock makes his F5000 debut in the Sinmast Lola T332.*



Jim Drago Photo



Redman puts the move on Oliver.

Randy Unsbee Photo

and Ongais lost first gear. So the Eagle was retired for the day as there were no spares, and Ongais inherited a distant fifth place.

## final

As the twenty-seven cars came out for the final, things looked good for Andretti. Oliver, beside him on the front row, had not shown the same kind of speed as Mario, and Redman was buried back on the tenth row. And with Brian not being at all sure about the balance of the Chaparral Lola after its rebuild, there seemed little possibility of his being able to work his way up to second place, let alone catch the Viceroy Lola.

Andretti darted clear of Oliver as soon as the field exploded away beyond the pits at the green; and as they hammered through the first lap, Mario pulled out more and more space so that he popped into view well over a second ahead of the Shadow. Behind Oliver a tight knot was forming up with Wietzes, his sluggish engine now working well after a modification to the oil system, holding on strongly at the front and Redman charging through the backmarkers and tacking his red nose on behind. Between Andretti and Redman, Brown, Hobbs, Forbes-Robinson, Woodner, Swanson and Ongais boomed furiously around, Johncock spinning off while trying to hang onto them.

Soon Redman was knifing quickly past the others, driving his Lola so hard that by the fifth lap he was ahead of Brown and closing on Wietzes who had pulled away on his own in third place. It took Redman only one lap to catch and pass Wietzes, and at the same time he was chipping away at Andretti's large lead.

But just as he got ahead of Wietzes, the Chaparral Lola began to show signs of trouble. Brian was blipping the throttle and mashing gears as he tried to get the red car into slower corners, and soon Wietzes had closed up and was pressuring him hard. It later transpired that Redman had lost second gear and was also troubled by the front tires having turned on their rims so that they had gone out of

balance. Halfway into the race it began to look as if he might not finish anywhere in the first six.

Meanwhile Andretti was running away at the front, driving neatly and easily and pulling out at least a second per lap on Oliver whenever it seemed necessary. In trying to keep the leader within range Oliver had pulled himself even further ahead of Redman and Wietzes; so after a few laps the Shadow settled into as comfortable a run as its driver could coax from it.

While the first two cars droned on toward the checkered flag, Redman's problems grew ever worse. Ten laps before the end, with Wietzes hard after him, Brian suddenly had to give way when a rear tire suddenly deflated. Fortunately this happened just before the pits, and he was able to pull in and change the tire without losing too much time. Brian got out again without losing a lap, picked

up a couple of places before the end, and finally came home just a few lengths out of seventh place.

With Redman's pit stop Wietzes found himself in a clear place, but over the final laps a blue and orange blotch began to grow larger and larger in his mirrors. It was Swanson closing quickly on the Canadian after vanquishing the others. B. J. caught Eppie with five laps to go and challenged him hard. On one lap he actually got inside Wietzes but in doing so B. J. got himself crossed up so that Eppie was able to come back across him before the next corner. They crossed the line nose to tail, Wietzes third and Swanson fourth. Wietzes, having driven very well in his T400, offered high praise for his young attacker. "Oh," he said, his voice wavering slightly, "He's good! Fantastic."

Warwick Brown led Swanson and the others for some time, but then his Talon's engine began to go off song, and he started to slip back, dropping to eighth place and finally losing another position to Redman with just one lap remaining. Hobbs raced strongly with Swanson for a long time, but he too started to drop back, and after struggling on for a few laps David came into the pits with a flat tire. He lost a lap to Andretti while having the wheel changed and returned to the track to finish tenth.

It was then Elliott Forbes-Robinson who came through into fifth place, unable to jump into the thick of the battle because of losing second gear and consequently spinning once in the early laps. Nevertheless he hung onto the group and after a while began to pick up places, keeping Swanson in sight as the latter chased after Wietzes. Similarly, Al Unser came through from the very back of the grid to keep EFR within his sights and finish sixth after a good, clean drive, earning more points so that he continues to remain well up in the championship table.

Graham McRae drove his underpowered Lola very well, working hard to remain in loose contact with the early group and holding off Redman's last ditch run for seventh place. Jon Woodner had been well in the hunt in the early laps, but then a tire started to deflate, and as he slipped away, his engine dropped a valve. John Cannon and John Gunn had also gone well initially, but Gunn's Lola lost its clutch, and Cannon's March threw off a wheel.

## ROAD AMERICA F5000 GRID

Finishing Position Heat Two	Finishing Position Heat One
Jackie Oliver UOP Shadow DN6	Mario Andretti** Viceroy Lola T332
Elliott Forbes-Robinson Evel Knievel Lola T332	Eppie Wietzes Formula Racing Lola T432
John Gunn Lola T332	Warwick Brown Norris Talon MR1A
Jon Woodner Interscope Talon MR1	David Hobbs Hogan Lola T332
Danny Ongais Interscope/Bell Lola T400	B. J. Swanson Bay Racing Lola T332
John Cannon Anglo American March 73	Tuck Thomas Lancer Stores Lola T332
Jim Gustafson Ricoch Special March 741	Gordon Johncock Simmast Lola
Horst Kroll Davie Kroll March 741	Dick Kantrud Sterling Products Lola T300
Vern Schuppan* Jorgensen Eagle	Burt Kuehne Lola T300
Brian Redman Hass/Hall Lola T332	Graham McRae Lewis Racing Lola T332
Dan Gardner* Duvall Lola T330	Evan Noyes, Jr. Eagle Creek Aviation Lola T332
Bill Baker Lola T332	Mark Alderson Rassey
Al Unser Viceroy Lola T332	Tony Dean Chevron B28
John Benton Formula Magazine Lola T330	Bob Nagel Thermo King Lola T332
* Did Not Start	Arlon Koops Solazure IV Ltd. Lola T330
** Pole Position	

# Results

Road America  
Elkhart Lake, Wisconsin  
July 27th, 1975  
25 Laps, 100 Miles

- Mario Andretti, Viceroy Lola T332, 54 min 22.2 sec, 110.355 mph
- Jackie Oliver, UOP Shadow DN6, 25 laps
- Eppie Wietzes, Formula Racing Lola T432, 25 laps
- B. J. Swanson, Bay Racing Lola T332, 25 laps
- Elliott Forbes-Robinson, Evel Knievel Special Lola T332, 25 laps
- Al Unser, Viceroy Lola T332, 25 laps
- Graham McRae, Lewis Racing Lola T332, 25 laps
- Brian Redman, Hass/Hall Lola T332, 25 laps
- Warwick Brown, Norris Industries Talon MR1A, 25 laps
- David Hobbs, Hogan Lola T332, 24 laps
- Tony Dean, Chevron B28, 23 laps\*
- Tuck Thomas, Lancer Stores Lola T332, 23 laps
- Horst Kroll, Davie Kroll March 741, 23 laps
- Evan Noyes, Jr., Eagle Creek Aviation Lola T332, 22 laps\*
- Jim Gustafson, Ricoch Special March 741, 20 laps\*
- Arlon Koops, Solazure IV Ltd. Lola T330, 20 laps
- John Cannon, Anglo American March 73, 19 laps\*
- Dick Kantrud, Sterling Products Lola T300, 17 laps\*
- Jon Woodner, Interscope Talon MR1, 16 laps\*
- Bob Nagel, Thermo King Lola T332, 12 laps
- Danny Ongais, Interscope/Bell Electric Lola T400, 11 laps\*
- Burt Kuehne, Lola T300, 8 laps\*
- John Gunn, Lola T332, 5 laps\*
- Mark Alderson, Rassey, 5 laps\*
- Gordon Johncock, Simmast Lola, 2 laps\*
- Bill Baker, Lola T332, 2 laps\*
- John Benton, Formula Magazine Lola T330, 1 lap\*
- Vern Schuppan, Jorgensen Eagle, DNS
- Dan Gardner, Duvall Lola T330, DNS

\* Not Running at the Finish

Fastest Lap:

Brian Redman, Hass/Hall Lola T332, Lap 7, 2:04.010, 116.120 mph

# MID OHIO F/5000

## ANOTHER ONE FOR BRIAN

by Gordon Kirby



Bill Fox Photo

If he were to harbor any hopes of wresting the USAC/SCCA F5000 Championship away from Brian Redman, Mario Andretti knew that he must follow his Elkhart Lake win with another one two weeks later at Mid Ohio. Nothing short of a win would do.

Mario carried this conviction with him throughout the single day of Mid Ohio practice, emerging on the pole by more than a full second. In his customary manner, Andretti won his qualifying heat easily and again he pushed off from pole position into a strong lead right from the start of the final.

Despite Redman's hardest efforts, Mario held tight to the leading position. But then, early in the 32nd lap, the Viceroy Lola suddenly and without warning slowed so that Redman shot through into the lead and drove off alone to win his third race of the season. Andretti cruised into the pits to retire, a selector fork bent so that his gearbox was jammed into two gears at once. With this win, Redman took a huge points lead while Andretti's championship chances seemed to have faded almost for sure.

Although this was the hallmark of Mid Ohio, all of it receded into the background in the wake of a very bad first lap accident which severely injured B. J. Swanson. Swanson's Lola, sliding out of control plunged into the guardrail at the end of the pitlane as the field shot into the first turn for the start of the race. It seems that the car's nose tore the rail from the ground so that the Lola carried on beneath the guardrail and travelled briefly up an earth embankment abutting

a bridge across the turn before rolling back down the hill to come to rest near the guardrail it had uprooted.

For more than ten minutes Swanson remained in the car while doctors and marshals worked over him. He was eventually removed and taken to a Mansfield hospital, suffering severe head injuries. Three days later he died.

### entry & qualifying

For this, the first single-seater race ever to be given the title of the Buckeye Cup, Mid Ohio's keynote of the year, a total of 27 cars arrived for practice. Essentially, the field was as it was two weeks before at Elkhart, the only notable addition being a slightly-modified Lola T400 driven by the experienced and respected Californian John Morton. USAC man Tom Sneva was sniffing about for a decent F5000 car and thought he had found one but when he arrived for his first look he found a rather awkward-looking machine called a Rassey, which has run slowly in a few races. Sneva promptly decided it would be best if he not try his hand at road racing in such an obviously uncompetitive car.

Although there was but one day of practice for this fifth round of the USAC/SCCA Formula 5000 Championship, it was a very full day, broken up into six sessions. The first three of these were officially untimed and totalled two and a half hours while the three afternoon sessions of one hour each were reserved for qualifying. In addition to this, a generous two hour warm-up session was allocated for Sunday morning.

Throughout practice the pace was set

alternately by Mario Andretti and Brian Redman, first one faster by a small margin and then the other. For most of the day it looked as if either might take pole position, but then in the final minutes of the very last session, Andretti made a sudden, huge improvement which left Redman struggling more than a second behind.

Driving his Lola T332 as cleanly and tidily as ever, Andretti pressed his way around Mid Ohio's tight 2.4 miles in 1:22.058, coming down the stopwatch by more than a second in his last four laps of the day. Mario said his dramatic last minute effort was a result of "eyeballing one spot." Pointing across Mid Ohio's random placement of little hills he described a quickly falling and rising third-gear right-hander. "I figured that was the one place I could make up the time," he said in his dry, matter-of-fact way, "so I took that jump out there flat out and I tell ya it was scary. You land there and you don't know if you've got enough suspension travel to do it. If you haven't, you're probably gonna go straight into the guardrail, there's no place else to go."

So it was that Mario Andretti and his Vel's Parnelli/Viceroy Lola-Falconer T332 took their fourth F5000 pole of the season. This time he was a neat second-and-a-quarter faster than Redman, similarly quicker than his own pole of last year and faster, by a few tenths, than George Follmer's outright race record set with last year's CanAm Shadow. Of all the circuits F5000 cars have raced on so far this year it was only at Elkhart, where the straights are long and frequent that Mario has been unable to eclipse the pace of Formula One or CanAm cars.

In his effort to match Andretti, Brian Redman drove the Haas/Hall Lola-

from the car shaking his head unhappily. He was not feeling very well physically he said but he didn't reckon that was affecting him over the short space of each succession of practice laps. Something, he felt, was wrong with the car, and after a discussion with Franz Weis they began to talk of changing the type of differential they were using.

Well within the range of Redman was Al Unser who had benefitted from a day of testing with his Vel's Parnelli/Viceroy Lola-Falconer T332 at Indianapolis Raceway Park early in the week. Unser's mechanics proffered that for the first time their driver had a car which suited his style and method. Al agreed by going well throughout the day and, like his teammate, improving at the last moment by more than a second. To record 1:23.871 on his first visit to the tight, busy flicks of Mid Ohio was a very fine show for Al Unser.

Another smiling face, happier than we have come to expect, was sitting in Carl Hogan's Lola-McLaren T332. David Hobbs said he was pleased with the handling and that the engine was as good as anybody's. Despite trouble with the ring and pinion in the middle of the afternoon, his 1:24.418 set in the first hour left him in good shape.

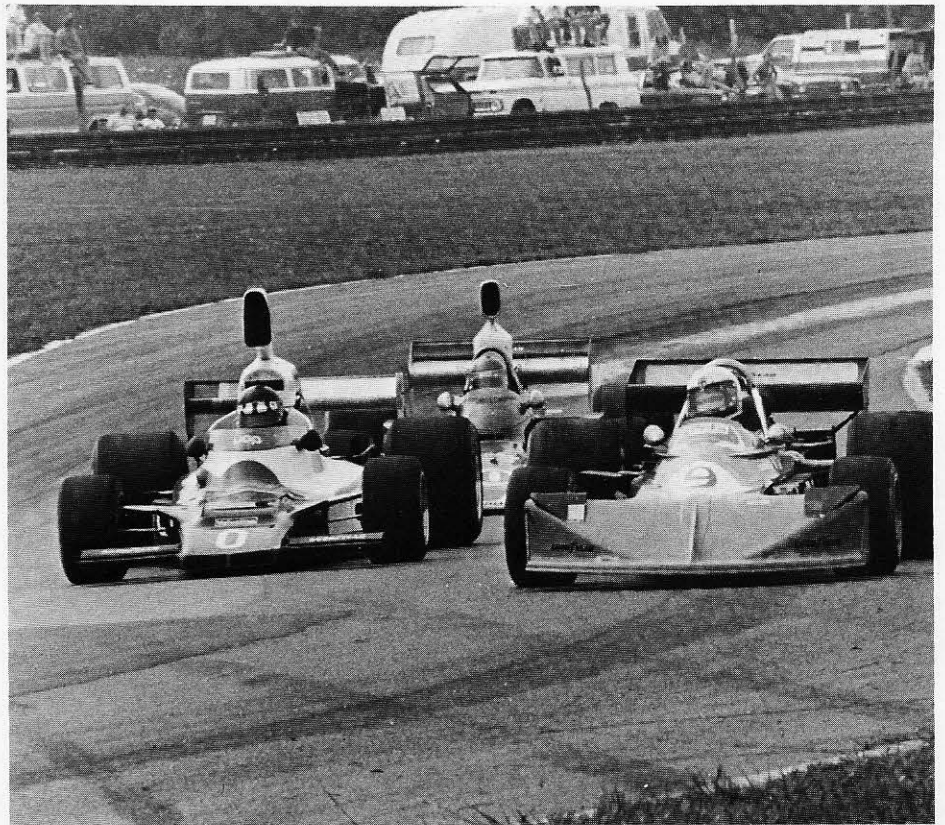
Jackie Oliver, however, was still disappointed with his UOP Shadow DN6. He said that it was much better than it had been at Elkhart but that it was still not quite right under braking and was displaying too much understeer. Despite trying very hard, the CanAm Champion could not better his 1:24.776.

Not much slower than the Shadow was the Formula Racing Lola T400/332 which Eppie Wietzes and his team have kicked and pounded into a competitive car. Wietzes missed much of the afternoon when an engine failed and after it was changed came out with very little time remaining to record a clean 1:24.990.

Just behind the six veterans came a tight handful of newcomers who are adding so much depth to Formula 5000 grids this year. Fastest of these was B. J. Swanson saying he could have been much quicker had he not shunted his Bay Racing Lola-Chaparral T332 while testing at the circuit a week before and therefore given his mechanics seven full days of work bolting together a car that was brand new from the engine forward. Despite not striking the proper balance in the rebuilt car, Swanson got down to 1:25.201 to nose out Elliott Forbes-Robinson by just over a tenth-of-a-second.

EFR was pleased enough with his Francisco Mir/Evel Knievel Lola-Casarini T332, saying that he was sure that he could better his 1:25.308 in the race. A lot happier than in his first two races with the Jorgensen Eagle 75 was Vern Schuppan who recorded 1:26.097 and reported that the car was becoming much more drivable. Dan Gurney and his men thought they were making strides with the car and Gurney added that he felt he was learning valuable lessons to apply to the 1976 Eagle.

Had he not run out of fuel just when he had the car as he liked it, Warwick Brown thought he would have been a few positions further up the grid. Nevertheless, he and the works-assisted Talon-Molloy MR1A completed the top ten with a best lap of 1:26.132 to head the Lola T332s of the experienced Evan Noyes and Tuck Thomas teams. Then came a string of troubled cars and drivers including Jon Woodner, who found his Interscope Talon understeering and acting



Oliver's UOP Shadow is closely followed by David Hobbs as they lap John Cannon's March 73A.

unpredictably, John Gunn who arrived late with his Lola-King T332, and John Morton who, like others before him, opined that the Lola T400 was somehow vague and unpredictable, but drove his car competently anyhow in its first outing.

Further back, Danny Ongais found his Interscope Lola T400/332 no better than at Elkhart, John Cannon was complaining of bad unsteer from his March 73A, while Gordon Johncock was well off the pace with the Sinmast Lola T332 and amid stories of terminal oil surge problems the car was packed off for home on Saturday night. Kroll, Benton, Bighouse, Nagel, Karl and Koops were in their usual positions and newcomers Gardner and Brockman filled out the grid.

By noon on Sunday, after two hours of warm-up, it appeared that Brian Redman had solved his problems and was ready to challenge Andretti in the race. The Chaparral mechanics had discovered some cracks in the rear subframe and had changed the differential so that Brian reported the car to be much easier and more comfortable to drive lapping a second quicker than his qualifying time. Suddenly Redman was just as fast as Andretti.

## heats

Not surprisingly, the two 21-lap qualifying heats were won by Andretti and Redman. Mario won the first easily, by half a minute in fact, from teammate Al Unser so that the Viceroy team scored their first one-two in Formula 5000. For a few laps Unser trailed Jackie Oliver but he soon shouldered his way by into a strong second place and pulled away from the Shadow which was followed at a distance by the Lola of B. J. Swanson.

While the first heat had settled quickly

into a steady precession, the second heat became an intriguing battle when Redman, his Lola troubled by a leaking shock absorber, suddenly spun on the eleventh lap. Brian's spin was a quick one, the kind where the car barely pauses in its path, but it was enough for David Hobbs and Elliott Forbes-Robinson, following closely in second and third, to dash ahead.

It took Brian only a few turns before he was hard on EFR's tail, but Elliott, driving well, settled into a strong defense of his place. As he did so, Hobbs was edging away with the race, but after a mere three laps at the front the eternally unlucky Englishman suffered the misfortune of a broken timing chain just as he reached for fourth gear in front of the pits.

So Forbes-Robinson's fight with Redman became a race for the lead and for four laps EFR, lapping much faster than he had in qualifying, held off Redman's hardest attacks. Finally, however, Brian found a way past, outraking the Evel Knievel Lola into the esses and pulling away to a clean win from the impressive Forbes-Robinson. Not far behind these two came Eppie Wietzes who might well have clung to them had he not made a bad start which lost time initially behind Warwick Brown. The latter, despite driving his Talon as hard as he could, faded away into a distant fourth.

By the time the second heat had finished, the Hogan racing mechanics were already hard at it changing Hobbs' engine. In order to give them a chance to finish the job in time for David to start the final, the other teams agreed to a delay of half an hour which also gave the Haas/Hall team some added time to replace the faulty shock absorber on their car.

Sixty-five minutes after they had started, the Hogan team completed their engine change, five minutes faster than

continued ►

# MID OHIO F/5000

continued

their personal record from a month before at Watkins Glen. Their man Hobbs was able to take up his place on the eighth row along with the other 24 cars which came out for the 42 laps which mattered.

Redman, in a determined mood, anticipated the start just as well as Andretti so that the two Lolas tore nose to nose into the first turn. Side by side they ran through the right-hander but Andretti on the inside was able to push on the power much earlier than Redman so that he pulled ahead as they accelerated off toward the 'Keyhole'. As Mario

For a long time the Viceroy and Haas/Hall Lolas remained barely half a second apart, Mario maintaining control, driving as tidily as ever, rarely even touching a wheel to the curbs. Brian, on the other hand, was throwing his red car in tight, well-balanced little slides, sometimes losing the odd tenth in traffic but always making up the time quickly. Ah, we thought, here we have another of those classic Andretti-Redman battles. Is something going to fail on the Viceroy car again? Can Brian hang on all the way? Moreover, can he perhaps find a way past Mario?

Just past the midpoint of the race Andretti began to provide an answer of his own. Slowly, tenth by tenth he pulled clear, taking good advantage of the frequent slower cars and soon pulling out a lead of more than two seconds. But just

ing his pace to win by nearly half a minute from Al Unser. The latter, driving the second Viceroy Lola more and more forcefully, continued to push himself all the way to the flag, holding onto an unchallenged second place and, on the next-to-last lap, setting the fastest lap of the race. A strong showing for Al Unser.

For much of the race Jackie Oliver and Elliott Forbes-Robinson ran about in tandem, the Shadow holding a few car lengths advantage over the white Lola as they chased around for fourth place. But then Forbes-Robinson spun off into the guardrail when a worsening throttle sticking problem caught him out and soon Oliver found his place being threatened by none other than David Hobbs.

Hobbs had moved quickly past the mid-field so that he was up to ninth when the pace car was brought out. As soon as the green flag was waved David started charging again and it wasn't long before he had caught and passed Eppie Wietzes for sixth. Just as Hobbs outraked Wietzes, Forbes-Robinson went off, so as David closed in on Oliver he found himself in fifth place.

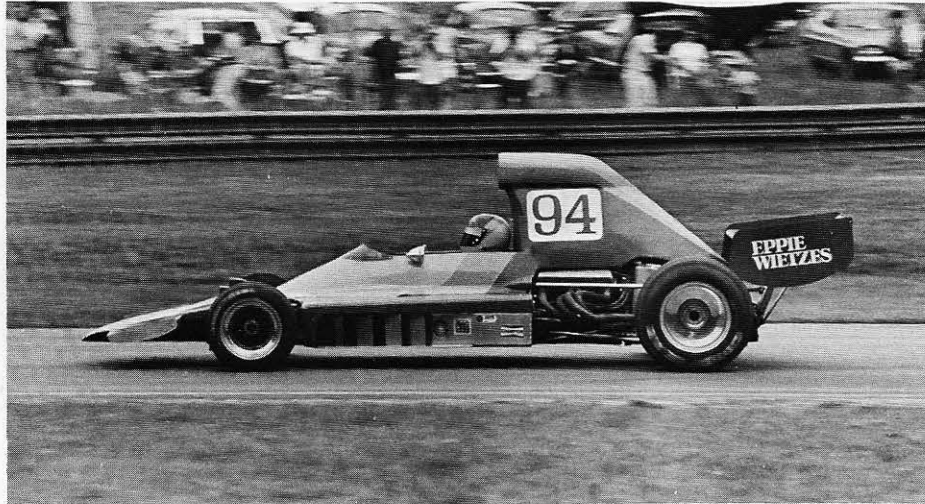
Hobbs caught the Shadow quickly and almost immediately dove inside under braking into what was now third place after Andretti's retirement. Oliver hung hard onto the Hogan Lola all the way to the end but despite strong efforts he was unable to make any attempts to repass Hobbs. For Hobbs this was his best drive in a long, long time.

Behind Eppie Wietzes, who had held off Hobbs' initial challenge well, DNF'd for the first time this season when his engine went right off, a number of valve springs apparently collapsed. So it was that Vern Schuppan took a steady although lapped fourth with the Eagle, passing Warwick Brown not long before the end when the Tasman Champion's Talon ran out of fuel. Brown was able to cruise around to the pits for enough gasoline to get him home without losing any more places.

With Redman having assumed such a command of the USAC/SCCA F5000 Championship the remaining rounds of the series may become races for places only. Neither the two drivers nor their teams now care much about collecting points, instead they will tell you, "all we are interested in now is winning."

The Brian and Mario Show, one of the more sustained duels we have seen in road racing, has a lot more to show of itself.

Bill Jennaro Photo



Eppie Wietzes recorded his first DNF of the season when his engine went off.

went away alone, Brian found himself struggling to hold the car and at the same time put the power down along the far, dusty side of the road so that Unser was able to pull beside him as they braked for the 'Keyhole'. The cars bumped wheels and as they slid through the first kink Al took to the inside, pushing Redman down another place.

But as the Viceroy Lolas seized the first two places, back at the end of the pitlane there was only confusion as B. J. Swanson's Lola slung itself hard into the guardrail. Four of the guardrail posts were torn from the ground and one of them was splintered badly enough for a portion of it to fly into the middle of the road directly into the path of Jon Woodner's Talon, breaking one of its wheels and badly bending the front suspension's top rocking arms. The guardrail itself remained intact however, and it seems that Swanson's car must have gone beneath the length of uprooted rail so that it struck him squarely in the face.

For two laps the race went on but then it was decided to bring out a pace car so that Swanson could be cut from his Lola in safety. After five laps behind the pace car the field was sent away again as Swanson was taken away to a hospital in very bad condition.

Andretti led away from the restart, immediately pulling out a clear second in front of Redman who had passed Unser for second place on the second lap. Within a couple of laps though, Redman had all but closed the initial gap and soon he had settled into a strong chase of Andretti

as it looked as if Mario might have broken Brian's pursuit, the Englishman began to close the gap again.

Then suddenly, with Redman still working hard to pull his nose up the leader's gearbox, Mario slowed to a crawl. Brian dashed by and sprinted off into a huge lead while the Viceroy car crept slowly around to the pits. There it was retired with the gearbox stuck in two gears at once.

So Redman drove on, gradually relax-

## MID-OHIO F/5000 GRID

### Finishing Positions Heat One

Mario Andretti  
Viceroy Lola T332  
29:23.906, 102.86 mph

Al Unser  
Viceroy Lola T332

Jackie Oliver  
UOP Shadow DNG

B. J. Swanson  
Bay Lola T332

Vern Schuppan  
Jorgensen Eagle

Evan Noyes  
Eagle Creek Lola T332

Jon Woodner  
Interscope Talon MR1

John Morton  
Lola T400

John Cannon  
Anglo American March 73A

Horst Kroll  
Kroll March 741

Jerry Karl  
LeBar Lola T332

Dan Gardner  
Gardner Lola T330

Mike Brockman  
Rassey 74

### Finishing Positions Heat Two

Brian Redman  
Haas/Hall Lola T332  
29:47.769, 101.49 mph

Elliott Forbes-Robinson  
MIR/Knievel Lola T332

Eppie Wietzes  
Formula Racing Lola T332

Warwick Brown  
McCormack-Burke Talon MR1A

Tuck Thomas  
Lancer Stores Lola T332

John Benton  
Formula Magazine Lola T330

John Gunn  
Racing Consultants T332

David Hobbs  
Hogan Lola T332

Roger Bighouse  
Minute Man Chevron B24

A. J. Koops  
Solazure III Lola T330

Bob Nagel  
Thermo King Lola T332

Danny Ongais  
Interscope Lola T332

Herbert Kuéhne  
Kroll March

# Results

Buckeye F/5000 Championship  
Mid-Ohio Sports Car Course  
August 10th, 1975  
42 laps, 100.8 miles

1. Brian Redman, Haas/Hall Racing Lola T332, 1 hr 4 min 51.700 secs, 93.24 mph
2. Al Unser, Viceroy Lola T332, 42 laps
3. David Hobbs, Hogan Lola T332, 42 laps
4. Jackie Oliver, UOP Shadow DNG, 42 laps
5. Vern Schuppan, Jorgensen Eagle, 41 laps
6. Warwick Brown, McCormack-Burke Talon MR1A, 41 laps
7. Tuck Thomas, Lancer Stores Lola T332, 41 laps
8. John Gunn, Racing Consultants Lola T332, 40 laps
9. Evan Noyes, Eagle Creek Lola T332, 40 laps
10. John Morton, Lola T400, 40 laps
11. Horst Kroll, Kroll March 741, 40 laps
12. Bob Nagel, Thermo King Lola T332, 40 laps
13. Jon Woodner, Interscope Talon MR1, 39 laps
14. John Benton, Formula Magazine Lola T330, 37 laps
15. Danny Ongais, Interscope Lola T332, 37 laps
16. Dan Gardner, Gardner Lola T330, 37 laps
17. John Cannon, Anglo American March 73A, 34 laps
18. Mario Andretti, Viceroy Lola T332, 32 laps\*
19. Eppie Wietzes, Formula Racing Lola T432, 32 laps\*
20. Elliott Forbes-Robinson, MIR/Knievel Lola T332, 25 laps\*
21. A. J. Koops, Solazure III Lola T330, 10 laps\*
22. B. J. Swanson, Bay Lola T332, 0 laps\*
23. Roger Bighouse, Minute Man Chevron B24, DNS
24. Jerry Karl, LeBar Lola T332, DNS
25. Mike Brockman, Rassey 74, DNS
26. Herbert Kuehne, Kroll March, DNS

\* Not running at the finish

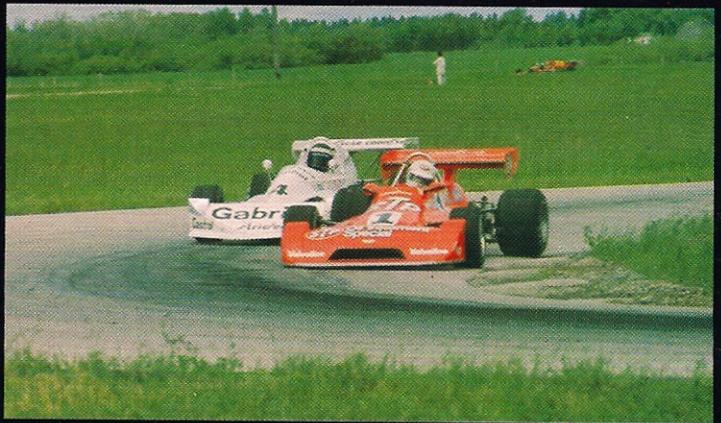
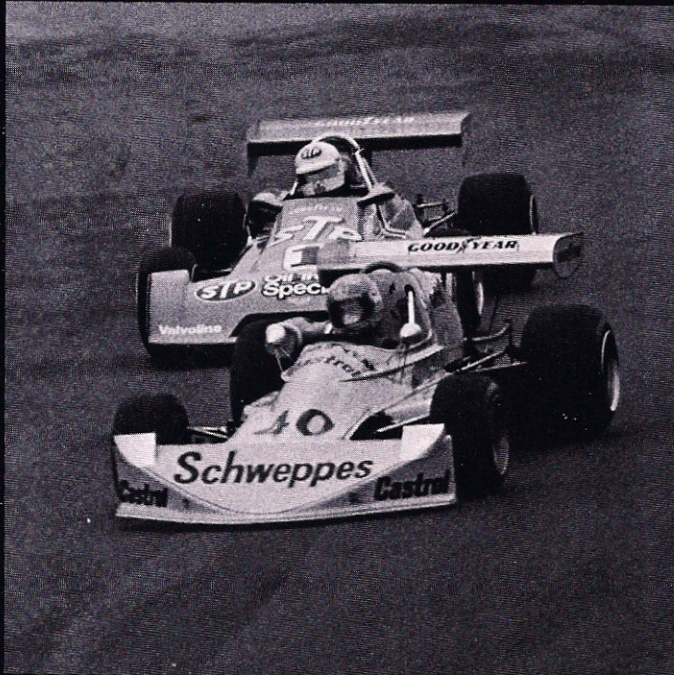


# PLAYER'S ONTARIO

## 2nd Atlantic Win for EFR

By Chris Waddell

Doug Mephram Photo



Chris Waddell Photo

(ABOVE) Roos leads Brack (TOP RIGHT) Winner Elliott Forbes-Robinson (BOTTOM RIGHT) Brack laps Hill.

Five down and one to go, but for Bertil Roos, Bill Brack, Elliott Forbes-Robinson, Tom Klausler and Gilles Villeneuve, it's the one that's left that counts. After that last race one of them will be the 1975 Canadian Driving Champion.

Elliott Forbes-Robinson, by taking his Penthouse Lola T360BSR to a superb victory at Mosport, threw the series points race up for grabs and in the process gave himself a shot at the title. It was his second consecutive Player's win.

The Super Vee champ emerged as the winner from the most bizarre weekend of Atlantic racing in several sessions. The confusion was caused by the weather. Rain made two of the three qualifying sessions pointless, and a heavy fog on race day, which didn't lift until early afternoon, left everyone lounging around the Mosport garages waiting. Finally, a torrential downpour just before the race wiped out the corner worker's communications.

When all this was repaired, the track was nearly dry, and almost all of the 40-car grid chose to start on slicks - but more of that later.

### entry & qualifying

Bertil Roos came out best in the one dry qualifying session and sat on the pole with a 1:21.096, which was 0.777 seconds faster than the lap record he set in 1974. Joining the Schweppes/Castrol March 75B-Hart on the front row was old rival Bill Brack, lapping the STP Chevron B29-Hart in 1:21.250. Row two was occupied by EFR's Penthouse car at 1:21.407 and Peter Ferguson's Samsonite Chevron B29-Hart with a best of 1:21.431.

Rounding out the top ten were Bruce Jensen's Exotic Plants Chevron B29-Hart (1:21.451), Vern Schuppan, happy to finally be near the front with the Rapid Movements March 722/73B-Nicholson

(1:21.487), Gilles Villeneuve with the Skiroule March 75B-Swindon (1:21.612), Damien Magee driving the Tui BH2-Nicholson (1:21.867), Chip Mead's Lambrusco March 75B-Nicholson (1:22.213) and a very impressive Cliff Hansen in his recently purchased March 75B-Cosworth (1:22.228).

But some of the regulars were missing from the front. Tom Klausler was back in 24th with the Traylor Lola T360-Whitehurst after a practice fraught with electrical and carburetor disorders. Back even further was Bobby Rahal's Lola T360-McCoy. He had ventilated an engine in the practice before the only dry qualifying session and thus was forced to qualify on a drying track at the end of the final session when the rain had finally let up a bit. After several laps on wets he

came into the pits, had slicks mounted, and went out and did a 1:24.801 with his car still on wet settings. This put him a relieved 27th on the grid.

Not so lucky was Dave Walker in the Quaker State Lola T360-Nicholson. After missing the opening day of qualifying he couldn't get in the fastest 35 in the wet; so he was reduced to running the qualifying race. But a porous wheel that lost its air meant that he would not start the main event. The qualifying race was won easily by Bill O'Conner's Lola T360-Smith, which had been forced to run the race after breaking a half shaft before the dry qualifying session.

### race

Rains were standard apparel for the short pre-race warm up, and then almost everyone switched to dries in the pits before gridding the cars. The switch was not made without some trepidation as both Forbes-Robinson and Fred Phillips, who would start 13th in his Lola T360-Nicholson, said the track was still too wet for slicks.

The line down the inside of corner one was dry, and Roos grabbed it at the start, with EFR tucking in behind and forcing Brack to motor gingerly on the damp on the outside of the corner. But by the end of the opening circuit of the 2.459 mile track Brack was in second with EFR,

continued ▶

# PLAYER'S ONTARIO continued

Ferguson, Schuppan, Jensen, Magee, Villeneuve, Hansen and Bobby Dennett's Chevron B29-Hart leading a long, colorful train.

Schuppan's race was ruined when he pitted at the end of the second lap to replace a broken throttle cable while Rahal, charging from the back, spun at Moss Corner and dropped to the rear of the field.

By the sixth of the race's 41 laps Roos, with Brack in hot pursuit, had pulled out 1.4 seconds on third placed EFR with Ferguson and Magee locked in battle for fourth a further 3.2 seconds in arrears. Magee moved past Ferguson on that lap, while behind him Jensen led Craig Hill's Gabriel March 75-Hart (up from 14th), Dennett, Villeneuve and Phillips.

But Brack was in trouble with a shredded left front tire; and after letting Forbes-Robinson past on the ninth lap for a moment, EFR was by for good on lap 11. Brack was meanwhile rapidly falling into the clutches of Magee but was saved by the rain.

At first it began as a few drops on the back straight, growing rapidly in intensity, until on the 16th lap Brack came in for wet tires. He had been preceded into the pits by Vince Muzzin's March 75B-Cosworth. Brack changed to wets, losing a lap and a half, just before the pit area became chaos as almost everyone stopped to change tires. Everyone, that is, except Roos, Forbes-Robinson, Hill, Howdy Holmes' Lola T360-BSR, Tom Pumpelly's NTW March 75B-Cosworth and Tim Coconis' Lotus 69-Hart, all who stuck it out on slicks.

Bertil didn't like the wet at all, and EFR moved into the lead on lap 19. Finally some order returned by half distance as most pit stops were done. EFR was in first ahead of Roos, Hill, Holmes, Coconis and Pumpelly with Brack in seventh and going hard ahead of Dennett, Phillips, still on slicks, and Hector Rebaque's Opert Chevron B29-Hart. Rebaque had been one of three drivers to start the race on wets and was now at home on the soaking track after dropping as low as 34th in the dry.

It was clear by this point that those who had not stopped for a tire change were going to stay on slicks, but could Brack catch EFR? He unlapped himself on lap 31 and was past Roos into second

## PLAYER'S ONTARIO GRID

Bill Brack STP Chevron B29-Hart 1:21.250	Bertil Roos Schweppes/Castrol March 75B-Hart 1:21.096
Peter Ferguson Samsonite Chevron B29-Hart 1:21.431	Elliott Forbes-Robinson Penthouse Lola T360-BSR 1:21.407
Vern Schuppan Rapid Movements March 722/73B 1:21.487	Bruce Jensen Exotic Plants Chevron B29-Hart 1:21.451
Damien Magee Tui BH-2-Nicholson 1:21.867	Gilles Villeneuve Skiroule March 75B-Swindon 1:21.612
Cliff Hansen March 75B-Cosworth 1:22.228	Chip Mead Lambusco March 75B-Nicholson 1:22.213
Vince Muzzin March 75B-Cosworth 1:22.469	Bobby Dennett Opert Chevron B29-Hart 1:22.241
Craig Hill Gabriel March 75B-Hart 1:22.539	Fred Phillips Lola T360-Nicholson 1:22.536
Hector Rebaque Opert Chevron B29-Hart 1:22.677	Howdy Holmes Lola T360-BSR 1:22.647
Frank Delvechio Analube March 73B-Hart 1:22.833	Tim Coconis Lotus 69-Hart 1:22.678
Richard Melville March 75B-Cosworth 1:23.077	Price Cobb March 75B-Race Shop 1:23.857
Seb Barone Chevron B29-Hart 1:23.889	Bobby Brown Chevron B29-Whitehurst 1:23.481
Tom Klausler Traylor Lola T360-Whitehurst 1:24.056	Reg Scullion Dicom March 74B-Hart 1:24.054
Juan Cochesa Opert Chevron B29-Hart 1:24.525	Tom Pumpelly NTW March 75B-Cosworth 1:24.524
Tom Gloy Hanna Ind. Lola T360-Smith 1:24.981	Bobby Rahal Lola T360-McCoy 1:24.804
Bob Beyer Rondel M1-Hart 1:25.294	Syd Demovsky Chevron B29-Whitehurst 1:25.113
John Gliovak Brabham BT35-Hart 1:25.936	Lloyd Callaway Chevron B27-Nicholson 1:25.675
Ron Rogers* Brabham BT38-Hart 1:27.436	Hugh Cree Chevron B29-Hart 1:27.296
Bill O'Conner** Lola T360-Smith 1:28.286	Robert Joubert Lola T360-Nicholson 1:28.286
Len Campbell** March 733-Norvic 1:28.286	Joe Sposato** Chevron B29-Hart 1:28.286
Mikael Bystrom** Brabham BT38-Smith 1:28.286	Fred Beyer** Brabham BT35-Hart 1:28.286

\* Rogers did not start due to engine problems allowing Mike Hill, Lola T360-Smith into the field  
\*\* Starting positions based on finishing positions in qualifying race

Chris Waddell Photo



# Results

Player's Ontario  
Mosport Park Circuit  
July 20th, 1975  
41 laps, 102 miles

1. Elliott Forbes-Robinson, Penthouse Lola T360-BSR, 1 hr 10 min 24.222 sec, 41; 2. Bill Brack, STP Chevron B29-Hart, 41; 3. Bertil Roos, Schweppes/Castrol March 75B-Hart, 41; 4. Tom Pumpelly, NTW March 75B-Cosworth, 41; 5. Bobby Dennett, Opert Chevron B29-Hart, 40; 6. Hector Rebaque, Opert Chevron B29-Hart, 40; 7. Craig Hill, Gabriel March 75B-Hart, 40; 8. Howdy Holmes, Lola T360-BSR, 40; 9. Juan Cochesa, Opert Chevron B29-Hart, 40; 10. Tom Klausler, Traylor Lola T360-Whitehurst, 39; 11. Tim Coconis, Lotus 69-Hart, 39; 12. Bobby Brown, Chevron B29-Whitehurst, 39; 13. Damien Magee, Tui BH-2-Nicholson, 39; 14. Vince Muzzin, March 75B-Cosworth, 39; 15. Cliff Hansen, March 75B-Cosworth, 39; 16. Chip Mead, Lambusco March 75B-Nicholson, 39; 17. Gilles Villeneuve, Skiroule March 75B-Swindon, 38; 18. Bob Beyer, Rondel M1-Hart, 38; 19. Tom Gloy, Hanna Industries Lola T360-Smith, 37; 20. Vern Schuppan, Rapid Movements March 722/73B-Nicholson, 37; 21. Bobby Rahal, Lola T360-McCoy, 36; 22. Syd Demovsky, Chevron B29-Whitehurst, 36; 23. Seb Barone, Chevron B29-Hart, 36; 24. Hugh Cree, Chevron B29-Hart, 36; 25. Frank Delvechio, Analube March 73B-Hart, 35; 26. Mike Hall, Lola T360-Smith, 35; 27. Reg Scullion, Dicom March 74B-Hart, 34; 28. Mikael Bystrom, Brabham BT38-Smith, 34; 29. Lloyd Callaway, Chevron B27-Nicholson, 32; 30. Bruce Jensen, Exotic Plants Chevron B29-Hart, 29; 31. Fred Phillips, Lola T360-Nicholson, 27; 32. Peter Ferguson, Samsonite Chevron B29-Hart, 21.

## NONFINISHERS

33. Richard Melville, March 75B-Cosworth, 16; 34. John Gliovak, Brabham BT35-Hart, 16; 35. Joe Sposato, Chevron B29-Hart, 13; 36. Robert Joubert, Lola T360-Nicholson, 11; 37. Len Campbell, March 733-Norvic, 9; 38. Bill O'Conner, Lola T360-Smith, 7; 39. Fred Beyer, Brabham BT35-Hart, 7; 40. Price Cobb, March 75B-Race Shop, 3.

\* One lap penalty assessed for too many men over the pit wall during a pit stop  
\*\* One lap penalty for too many men over the pit wall plus additional one lap penalty for push starting to re-enter race

on the 36th lap. There was just not enough time left, and he fell over 24 seconds short.

Forbes-Robinson had made it two straight with some excellent driving and a bit of luck. By the end of the race the track was starting to dry, and he was able to run almost as fast as Brack, thereby keeping the advantage he had held despite two quick spins in the wet.

Roos, moving more quickly when the track dried, stayed in third ahead of Pumpelly, a lapped Dennett and Rebaque, followed by Hill and Holmes who had put on a great show in the wet, running never more than three seconds apart. Villeneuve and Klausler were

eighth and ninth on the road, but penalties dropped Villeneuve out of the points and Klausler to tenth, behind Juan Cochesa's Opert Chevron B29-Hart.

As might have been expected, several hours were spent after the race arguing about who finished where, but finally the official results were accepted by everyone as being correct.

So with only one race left, Bertil heads the points with 94, ahead of Brack at 82, EFR with 75, Klausler at 68 and Villeneuve with 67. With 30 points for a win any of these five could take the title, but it looks like a Roos-Brack showdown, just as many back in May thought it would be.



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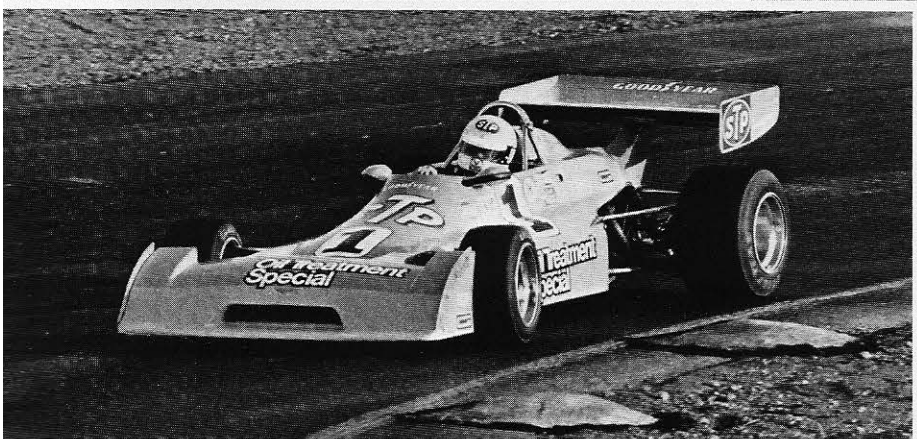
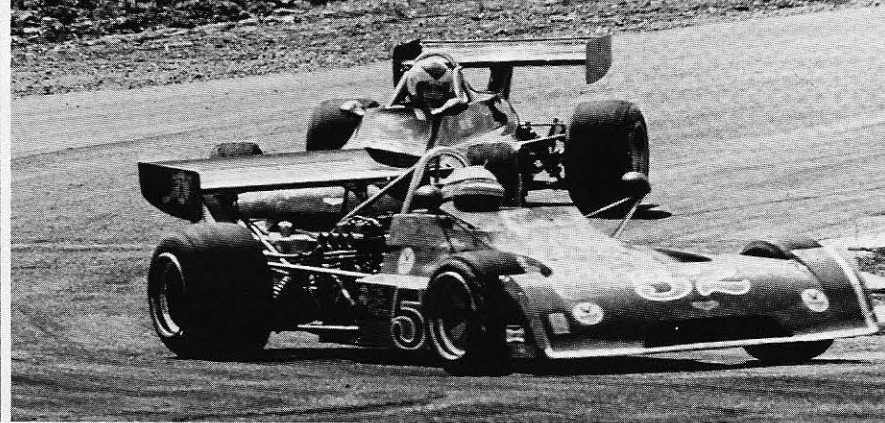
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(TOP LEFT) Two who didn't win, EFR & Villeneuve. (TOP RIGHT) Super V ace Tom Bagley. (BELOW LEFT) The Champion. (BELOW RIGHT) Daimen Magee had a good run in his Tui.

It may be true that lightning doesn't strike twice in the same place, but you'd have a tough time telling that to the competitors in the Player's Challenge Series.

Last year at Atlantic Motorsport Park, a rough 1.6 mile track on Canada's east coast, Bill Brack won his second Canadian Driving Championship by lapping the field twice in a wet 65-lap race. This year, without the rain, he wasn't quite as dominant and the second and third placed cars remained on the same lap but even so there was no doubt about it. Brack had done it again.

### entry & practice

Even from the start of practice there seemed little question that Brack would take the pole and could well win the race. But could Bertil Roos finish third? That's all he would need to take the championship away from the 39-year-old Canadian.

Roos' fortunes appeared to be fading at the end of qualifying, for entering the final session his Schweppes/Castrol March 75B was sitting fourth on the grid. At the end of that session, in which he had carburetor and tire problems, he dropped to eighth behind pole sitter Brack, Dave Walker's Lola T360, the Lolas of Howdy Holmes, Tom Klausler and Bobby Rahal, the Chevron B27 driven by Tom Bagley, and the fastest March, the Skiroule 75B of Gilles Villeneuve.

Bertil was in trouble. The rough and twisty AMP circuit is very difficult to pass on. When asked where you could pass on the track, most drivers would look at you, shake their heads and either burst out laughing or just walk away. The race could easily be one of endurance with everyone running in procession, waiting for the car in front to falter.

According to the current point standings leading into the final race of the

series, Brack, Klausler, Villeneuve, Roos and Elliott Forbes-Robinson all had a mathematical shot at winning the title. EFR was in the worst position, starting ninth and, although not admitting it, not likely to finish. He found out during qualifying that the wrist he had sprained in his F5000 crash at Mid Ohio the previous weekend was actually broken. He couldn't use his left thumb, and he would have to put out a superhuman effort just to survive the 65 laps of pounding just to do well.

### race

Brack's plan was to lead and win the race, hoping that misfortune would strike the opposition. All that almost went out the window as Walker got a good jump at the start and nosed in front of the STP Chevron into the first corner, a downhill right-hander. But the lead was only momentary as Walker began to slide to the outside and had to lift for a fraction of a second. Brack was back in control and Walker had to tuck in behind for the left-hand hairpin at the bottom of the hill.

Before the race Klausler had been determined he would be third on the first lap but Howdy Holmes saw things differently at the start and snuck in front of him. Rahal was fifth with Villeneuve, Bagley, Roos, EFR, Bobby Dennett's Opert Chevron B29 and John Nicholson's Tui BH2 next.

It always seems that if Rahal can last the first five laps -- which he has done only twice this year without some problem -- he will finish well. AMP was another disappointment as he had to pit after two laps with a deflated left front tire. EFR was in the pits three laps later complaining about a lack of rear brakes and went back out only to flat spot a tire. The resulting vibration now made driving almost impossible for him, and he

continued ►

# Player's Maritime It's Brack!

## Bill Brack Wraps Up His Third Canadian Formula Atlantic Championship

by Chris Waddell

# Player's Maritime

continued

couldn't have been too unhappy when the wing strut finally broke and he had to quit after 27 laps. It had been a courageous performance nonetheless.

Brack had built up a three second advantage over Walker after seven laps, but on the eighth lap the race was decided. Peter Broeker blew up in the hairpin and spread oil around much of the track. Brack was able to slide through in one piece, but not so for second placed Walker. He clipped his nose on an asphalt speed bump and knocked the sides off it. The whole thing was done in a flash and it was not enough to spin him.

Had it been a circuit where passing was easier the pack might have been able to get past Walker, but not at AMP. He wasn't going to give up a position without a fight and a seven car queue soon formed behind the green Lola. It was not until lap 17 that Holmes got past for second, but by then any hope of a win had vanished. Brack was a further 38.9 seconds in front, having built the lead while everyone was behind Walker, and the race for first was over -- providing Brack made no major blunders.

On lap 18, Damien Magee, who had been driving superbly to come from 15th on the grid in his Tui BH2, got through to third. Villeneuve passed Walker on lap 19 and Klausler followed on the 21st lap. Walker was now followed by Bagley, Roos, Craig Hill's Gabriel March 75B and Nicholson.



Brack comes up to lap Mead.

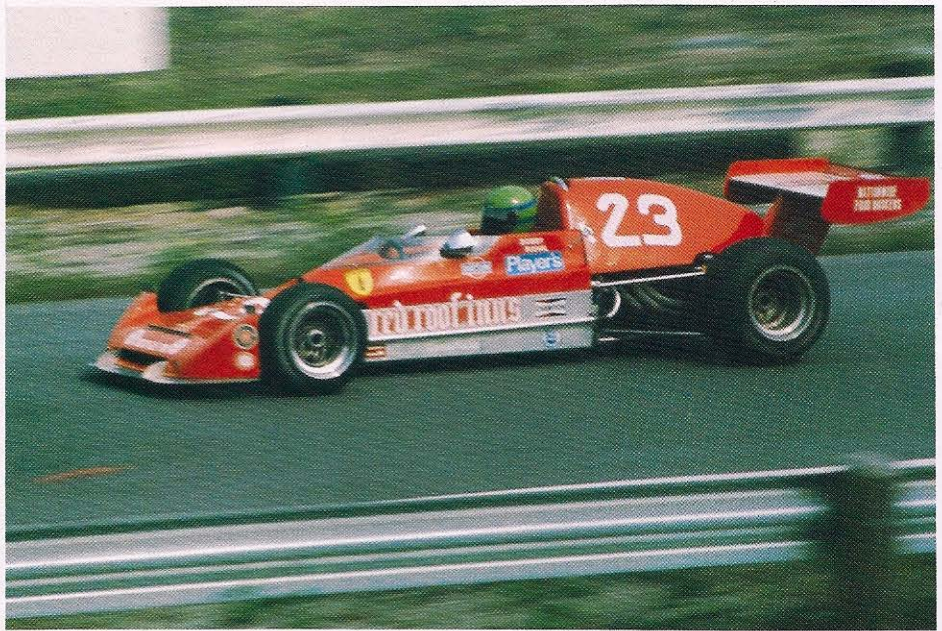
Bertil made his move past Bagley on lap 27, but before he could even get a shot at Walker for sixth his race was ended by a broken throttle cable. He now had to just watch and wait. If Brack won the race, Bertil would not be the champion.

Klausler was also on the move, realizing that if he could get to second and Brack dropped out, then he could take the title. Having passed Villeneuve on the 21st lap, he got past Magee on lap 34 to take third. Damien was in trouble and he rapidly dropped off the amazing pace he had set early in the race. Finally on lap 45 he came by trailing long billows of blue smoke caused by a broken oil line.

Villeneuve had made a trackside stop to free a jammed throttle cable after a lap 39 spin so he was well back, letting Walker into fifth ahead of Hill and Nicholson. But Hill soon began to fade as a rock thrown up from the shoulder of the road broke his left front brake line.

Howdy Holmes, who had a comfort-

Chris Waddell Photos



Unlucky Bobby Rahal DNFed with a broken oil line.

able second all this time, was also in trouble, his neck muscles getting very sore. He was becoming erratic in gear changes at the hairpin and Klausler was able to get past on the 48th lap, building a four second lead almost immediately. Klausler then tried to close on Brack but the STP driver would have none of it. Every time the Lola moved in a bit, the Chevron would build the lead back up to between 25 and 30 seconds.

And that's the way they finished, Brack taking his third straight title after a masterful drive in which he made not one mistake. Klausler finished a strong second with Holmes third ahead of Walker's rolling wreck. As well as the nose flapping since early in the race, the Lola's wing strut broke with only two laps to go, forcing the ex-F1 driver to nurse it to the finish. John Nicholson

placed fifth in a steady drive ahead of Bruce Jensen, who had had a spin in turn one, but had lost little time.

To prove that AMP was definitely not a March track, the top Bicester car was Chip Mead's Lambrusco Wine machine in seventh, ahead of Peter Ferguson's Samsonite Chevron B29 and Bobby Dennett's Opert B29. Dennett's finish, combined with Rahal's DNF (after 33 laps when an oil line broke) meant that the Venezuelan became the Rookie of the Year. Bagley completed the top ten after being forced to stop after 31 laps to change a deflating tire.

The three fastest drivers in the 1974 Player's Series were at the front again in '75 as Roos and Klausler trailed Brack in the final point standings. Maybe it's true that the more things change, the more they stay the same.

## PLAYER'S MARITIME GRID

Dave Walker Lola T360-Nicholson 1:03.245	Bill Brack Chevron B29-Hart 1:02.939
Tom Klausler Lola T360-Whitehurst 1:03.379	Howdy Holmes Lola T360-BSR 1:03.343
Tom Bagley Chevron B27-Hart 1:03.589	Bobby Rahal Lola T360-McCoy 1:03.456
Bertil Roos March 75B-Hart 1:03.676	Gilles Villeneuve March 75B-Swindon 1:03.635
Bruce Jensen Chevron B29-Hart 1:03.945	Elliott Forbes-Robinson Lola T360-BSR 1:03.768
John Nicholson Tui BH2-Nicholson 1:04.243	Bobby Dennett Chevron B29-Hart 1:04.168
Peter Ferguson Chevron B29-Hart 1:04.379	Hector Rebaque Chevron B29-Hart 1:04.236
Frank Delvecchio March 73B-Cosworth 1:04.653	Damien Magee Tui BH2-Nicholson 1:04.591
Craig Hill March 75B-Hart 1:05.104	Chip Mead March 75B-Williams 1:04.678
Guy Tunmer March 75B-Cosworth 1:05.511	Seb Barone Chevron B29-Hart 1:05.198
Syd Demovsky Chevron B29-Whitehurst 1:06.434	Juan Cochesa Chevron B29-Hart 1:06.177
Cliff Hansen March 75B-Giese 1:06.716	Bob Beyea Rondel M1-Hart 1:06.526
Victor Larose Lotus 69-Hart 1:07.767	Hugh Cree Chevron B29-Hart 1:06.778
	Peter Broeker March 74B-Greatorex 1:08.494



## Results

Player's Maritime  
Atlantic Motorsport Park  
August 17th, 1975  
65 laps, 104 miles

1. Bill Brack, STP Chevron B29-Hart, 1 hr 11 min 45.826 sec, 65 laps; 2. Tom Klausler, Traylor/Haus Lola T360-Whitehurst, 65 laps; 3. Howdy Holmes, Lola T360-BSR, 65 laps; 4. Dave Walker, Quaker State Lola T360-Nicholson, 64 laps; 5. John Nicholson, Tui BH2-Nicholson, 64 laps; 6. Bruce Jensen, Exotic Plants Chevron B29-Hart, 64 laps; 7. Chip Mead, Lambrusco March 75B-Williams, 64 laps; 8. Peter Ferguson, Samsonite Chevron B29-Hart, 63 laps; 9. Bobby Dennett, Opert Chevron B29-Hart, 63 laps; 10. Tom Bagley, Kent Oil Chevron B27-Hart, 63 laps; 11. Seb Barone, Chevron B29-Hart, 63 laps; 12. Craig Hill, Gabriel March 75B-Hart, 63 laps; 13. Guy Tunmer, March 75B-Cosworth, 62 laps; 14. Gilles Villeneuve, Skirole March 75B-Swindon, 61 laps; 15. Juan Cochesa, Opert Chevron B29-Hart, 61 laps; 16. Hugh Cree, Chevron B29-Hart, 60 laps; 17. Victor Larose, Lotus 69-Hart, 59 laps.

### Retirements:

18. Damien Magee, Tui BH2-Nicholson, 44 laps (engine failure); 19. Hector Rebaque, Opert Chevron B29-Hart, 37 laps (unknown); 20. Frank Delvecchio, March 73B-Cosworth, 37 laps (unknown); 21. Syd Demovsky, Chevron B29-Whitehurst, 34 laps (spin); 22. Bobby Rahal, Lola T360-McCoy, 33 laps (broken oil line); 23. Elliott Forbes-Robinson, Penthouse Lola T360-BSR, 27 laps (broken wing); 24. Bertil Roos, Schweppes/Castrol March 75B-Hart, 26 laps (throttle cable); 25. Bob Beyea, Rondel M1-Hart, 19 laps (shift linkage); 26. Peter Broeker, Subro March 74B-Greatorex, 6 laps (engine); 27. Cliff Hansen, March 75B-Giese, 2 laps (spin).

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# Mark Donohue



Jeff Hutchinson Photo

The news of Mark Donohue's death in Austria came coldly and inevitably three days after his F1 March had flown off the road during the morning warm-up for the Austrian Grand Prix. Despite the car receiving heavy damage, Donohue was pulled from it in a conscious state, without any broken bones and it was first thought he had suffered only a mild concussion. But within minutes he began to complain of a worsening headache and soon he lapsed into unconsciousness. Slowly his condition deteriorated and finally a massive brain hemorrhage—the result it was thought of a catch fence post striking his helmet—killed him.

That Donohue should die in the middle of a season as difficult and frustrating as his first year of Grand Prix racing had been was as savage a stroke as the last hours of his life had been hopeless. For most of the year Mark had been damned by a new car which, even in the face of his most considered engineering approach and intent driving efforts, failed to improve upon its mediocre performance. Only when the Penske team bought a new March and Donohue immediately lapped it faster than he had ever managed with the Penske did it become obvious that the car and not the driver was at fault, but by that time there were already rifts and doubts within the team. Mark was still trying to sort these out, adapt to a new car and re-establish his own self-confidence when he crashed into the Osterreichring guardrail.

He had of course turned his back on retirement to race in Formula One. He had announced his retirement after winning the CanAm Championship at Riverside in October of 1973 and drove what was supposed to have been his last race at Daytona in February of the next year when he won the inaugural International Race of Champions. For seven months Donohue tried to settle into the role of general manager for Penske Racing but with the construction of the team's first Formula One car and his own immersion in its design and development, the temptation to race in a series in which he himself had never been able to compete became too great to resist. In September of 1974 at Mosport Park, Mark Donohue became a racing driver again.

Although it proved to be largely unsuccessful, Donohue's foreshortened grapple with Grand Prix racing was the fulfillment of a career which has been and will for a long time remain unparalleled for its variety and depth. Just as much an engineer and team manager as he was a driver, and aided by the financial impetus of Roger Penske, Donohue amassed an incredibly wide selection of success. He won the Trans Am Championship in Detroit's pony cars; he won the CanAm Championship in that remarkable 1100 bhp Porsche which he developed almost singlehandedly; he won the Indianapolis 500 with a McLaren before the McLaren team managed to win it, he won long-distance sports car races; finally he designed and developed first the Porsche and then the Camaros used in the International Race of Champions and he easily won the series the first year.

Mark Donohue will always be remembered by both those few who knew him well and by the many who knew him only by reputation, as a man apart. ■

# B.J. Swanson



Leigh Rosberry Photo

Just as he was beginning to realize his dreams of becoming a professional racing driver, B. J. Swanson crashed badly at the start of Mid Ohio's August Formula 5000 race. Three days later, as a result of severe head injuries he received when a guardrail pulled out of the ground and struck his helmet, Swanson died.

The death of any racing driver always leaves a gnawing hole inside but when it happens to a young driver with everything ahead of him the feeling is even worse. It was that way with B. J. Swanson. A 26-year-old from Indiana, he had appeared out of nowhere at the beginning of this year's F5000 season. Immediately he showed talent and spirit and soon he became a frontrunner. At Watkins Glen he raced to an outstanding third place and at Elkhart Lake he came through from the middle of the field to fourth place.

By then B. J. was quite obviously the coming man of F5000. In a time when few new drivers have been able to establish themselves in this country's major racing series, B. J. Swanson plainly had arrived and people began to talk of him as the man to follow in the footsteps of Gurney and Donohue and Revson and Andretti. Those early months of the summer must have been a euphoric time for him but B. J. remained, at least outwardly, cool and detached about his success. He threw himself into racing so that he was spending all his time at it, driving Bob Bay's F5000 Lola or his own County Line Cheese Formula Ford Lola.

It had taken five long years for all this to happen to B. J. Swanson. During that time he had raced production cars and Formula Fords, always on the cheap, always going through the same frustrating and often futile pursuit of recognition and support that so many young racing drivers struggle with. All of it had left him soured and cynical about the business.

Even when Bob Bay approached him last year with an offer to drive his old Lola T190 in Nationals, Swanson continued to hold little faith in the future. "I'd been through too many deals when someone promised everything and nothing happened," explained B. J. But then Bay began to talk about doing the F5000 series and soon the talk became reality as one of the Haas/Hall Lola T332s was purchased.

B. J. spent most of his winter in California organizing both his team and himself. "I was real nervous about things over the winter, because we'd been so much slower than the F5000 lap records with the T190 that I couldn't believe it was all in the car. But when we finally went down to Texas to test the car I was almost as fast as the best times that Hall's guys had done."

Feeling much more confident, Swanson and Bay Racing started their season with an aim at getting among the first ten sometime during the year. But things went better than any one on the team had hoped for. After qualifying eleventh at the season opener, B. J. worked his way up to a good seventh place finish. A few weeks later at Mosport he was running sixth ahead of a pressing David Hobbs until a driveshaft snapped. Then came his third at the Glen and a fourth at Elkhart Lake. Everything had suddenly come right in a way which B. J. could not have imagined.

All this early success crystallized Bay Racing into one of the most optimistic, straightforward teams in Formula 5000. The team's chief mechanic Jerry Eisert enthused over B. J.'s capabilities and time after time he had said, "You know, we're gonna win one of these before the year's over." That way the team became the most excited, most hardtrying group of all.

B. J. himself, tall and powerful and always with a wide, ready smile, explained that his cynicism had been turned full circle by all that had happened. Talking of this and all he felt he had learned in his short time in F5000, B. J. said on the day before his accident, "You know I'm really glad I've got the chance to find out how good I am. I would have hated to be 35 and married and telling myself all the time, 'I could have done that, I could have been a racing driver.'"

B. J. Swanson was a racing driver and a very alive young man. He will be missed by all. ■

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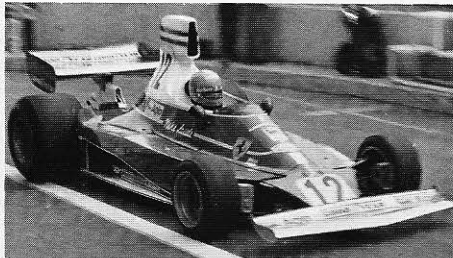
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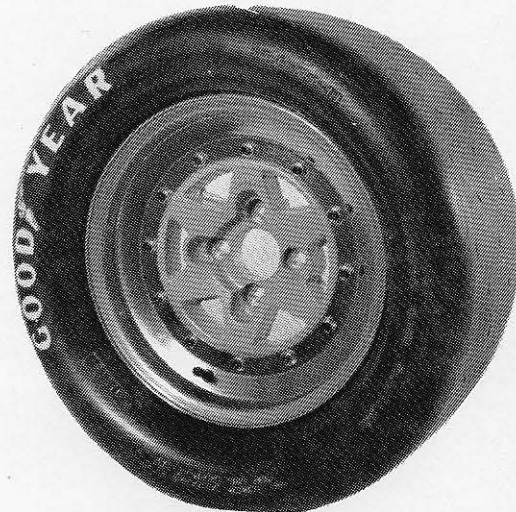
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