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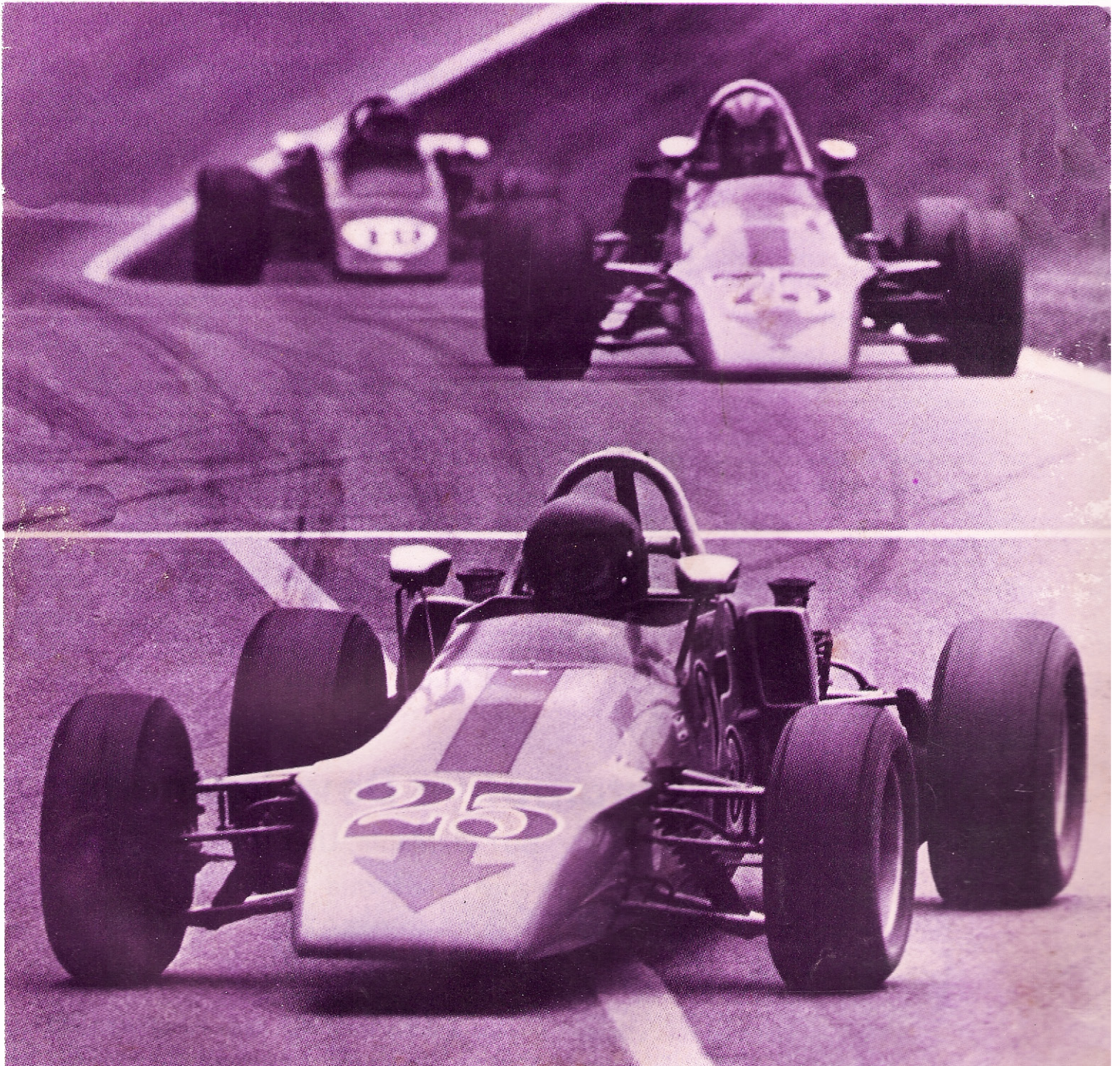
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BOB EARL INTERVIEW

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SUPER VEE '73



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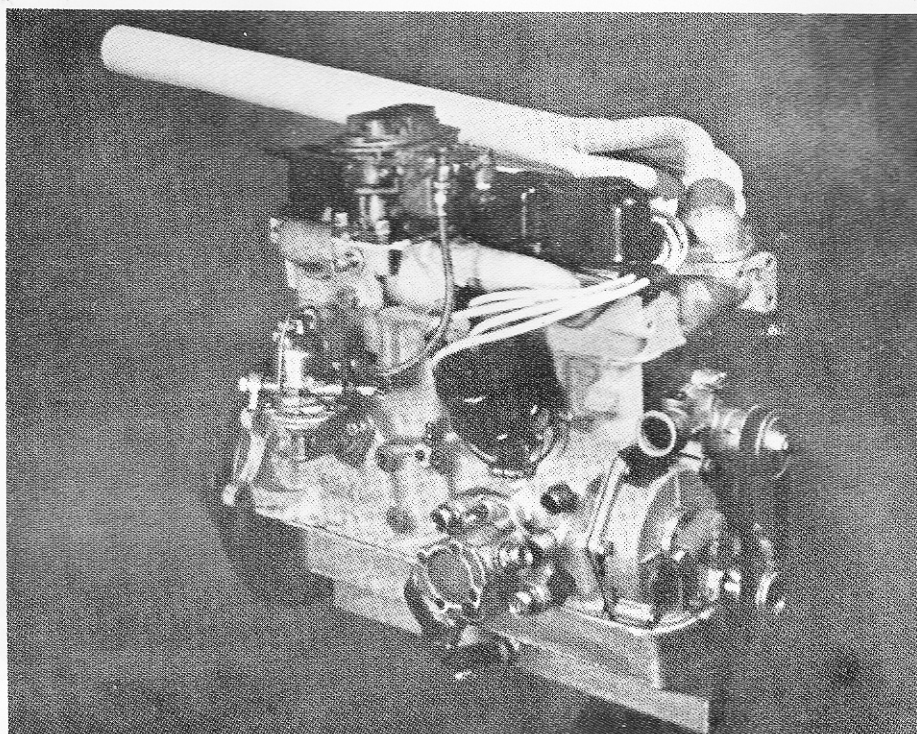
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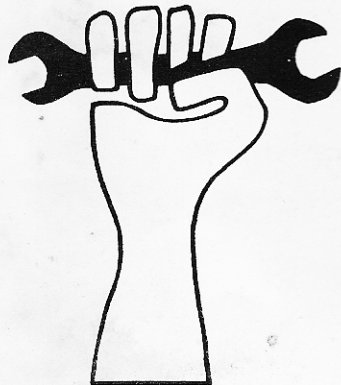
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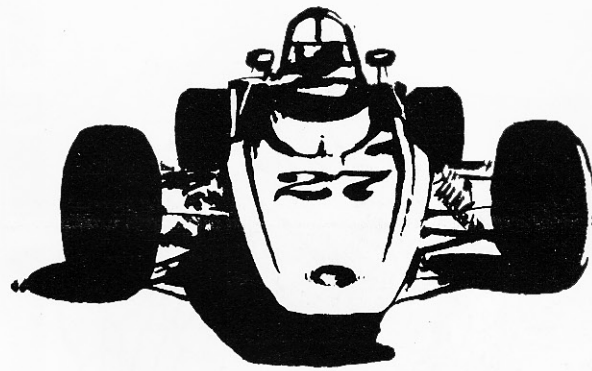
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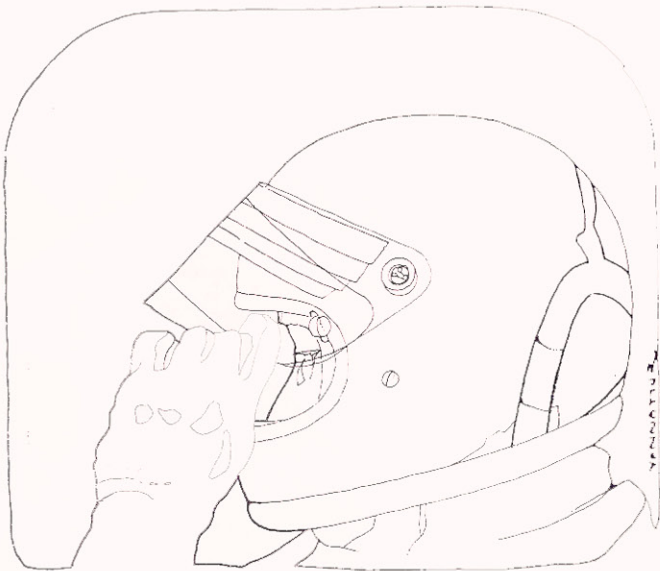
COVER: Pacific Formula Tui Super Vees. Dick Cooney (25), John Benton (75)

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FORMULA

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FROM THE DRIVER'S SEAT:



by Don Alexander

In case you didn't notice, this month we have changed our format to include all classes of Formula Cars. In 1974 we plan full coverage of SCCA National Racing, for Formula Ford and Formula Vee; full coverage of the Pro Super Vee Series; The Canadian Formula B series; the L&M 5000 Championship; the USAC Championship Trail and any other significant Formula Car Race. We have many exciting plans and we would also like to hear suggestions from our readers. And while you're at it why not take advantage of our introductory subscription rates.

There are a couple of subjects that I would like to comment on this month. The first is the possible rule change concerning wheels in Formula Ford. SCCA is considering making mag wheels legal in Formula Ford in 1974. From a safety standpoint I am completely in favor of such a move. With present tire development, steel wheels are barely strong enough for the job and a few people are going so far as having their wheels acid-washed to save a pound or two. However, I do feel that if mag wheels are adopted SCCA should allow Formula Ford's to run the same size rim that is allowed in Formula Super Vee. There could be a severe tire shortage if Fords must run on different size tires than Super Vees. I doubt that the tire companies would undertake an additional development program for Formula Ford tires and there is no reason that they should have to. I hope SCCA agrees.

The second subject is driving under the yellow flag. There have been numerous complaints in the So. Pacific Div. that FF drivers are over-driving the yellow flag. Being a competitor I realize how difficult it is to slow down while leading and let the field catch-up, or vice-versa. It can be very difficult to judge how much to slow down and in a competitive situation 2 seconds can seem like an hour. Under the circumstances, should the driver be forced to judge the situation? After all, he's out there to compete and win. But should the corner workers have to risk their lives unnecessarily? I think the same solution used in Formula One would be the most effective answer; the use of a pace car during yellow flags. The pros and cons have been well discussed so I won't bother. But I would like to hear from you, our readers.

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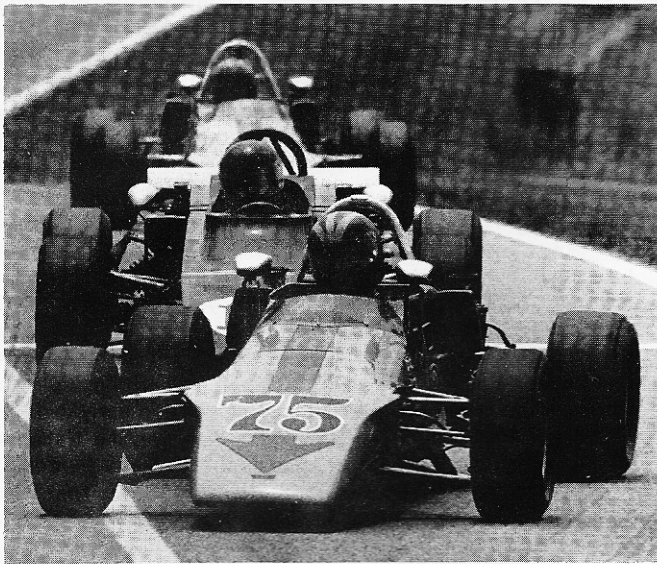
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SUPER VEE '73



It is slowly becoming apparent that Formula Car Racing is the only form of Road Racing that is truly competitive, at least in the U.S. The SCCA VW Gold Cup Series for Formula Super Vee is the most competitive series of Road Racing in the country right now. With six races run and three remaining, 16 drivers still have a chance to win the championship. And with Bertil Roos, the Series leader, Frank Maka, Bob Wheelock and Bob Williams missing the September 30th race at Seattle International Raceway for a European Super Vee Race, the series outcome is certainly in doubt. Although no one can catch Roos at Seattle, several drivers can get within striking distance. And with the series moving to the West Coast, the Pacific based drivers may have an advantage.

When Bertil Roos lapped the entire field at Lime Rock Park on May 5th everyone was expecting the series to be a dull walk-away. Of the ten points scorers, only Roos, Tom Bagley, John Benton and Howdy Holmes have again finished in the top 10. Subsequent races have been somewhat closer.

Due to an interesting scheduling system, two races were held at the Watkins Glen, New York, Grand Prix Course. Bertil Roos won both. The second race was very close with 15 cars finishing on the same lap. Wink Bancroft of Newport Beach, Calif. was second, Fred Phillips of Shreveport, La. was third and Bancroft's Maka Racing teammate, Frank Maka was fourth. Roos beat Bancroft by 3.7 seconds.

The Road Atlanta race fell between the two Glen races on July 8th. Harry Ingle interrupted the Roos domination in his Bug Inn Royale RP14. He beat the Maka Racing teammates Wink Bancroft and Bob Williams, who finished second and third, to the line by 18.0 seconds. Roos dropped out on the sixth lap with a burned piston. Ingle's luck was short-lived however, as he went on his head at the Glen two weeks later and did the same thing the next week in his Formula 5000 McLaren-Ford at the Road America course in Elkhart Lake, Wis.

The fifth race of the series was held at Elkhart Lake's Road America. Bob Wheelock, SCCA's 1972 Formula Super Vee National Champion, emerged victorious in his Coca Cola Lola T320. Frank Maka of San Bernardino, Calif. was second in the Maka Racing Lola T320.

The final race to date was held at Pocono International Race Course, in Long Pond, Pa. The winner was Bob Lazier, of Vail, Colo. driving the Gastonia VW Royale RP18, at an average speed of 100.23 mph for the 55.8 mile race. Harry Ingle of Charlotte, N.C. in the Heppenstall Royale RP14 followed Lazier across the line by 15.7 seconds.

CONT. ON PAGE 14



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DRIVER PROFILE:



BOB EARL

Bob Earl is the chief instructor for the Bob Bondurant School of High Performance Driving. His first involvement in auto racing was in a Porsche which he ran in Porsche Club of America time trials and slaloms. He worked for a while as a photographer for Autoweek, traveled through Europe taking many photographs and realizing that he wanted to be doing what he was taking pictures of. When he returned home, he again ran a Porsche and after a series of spins he decided to attend the Bondurant School at Ontario Motor Speedway. Shortly after he graduated he became an instructor at the school. In October of 1971, after 9 months at the school, Bob Earl bought J.J. Hay's Winkleman Formula Ford, with the help of a loan from Bondurant.

Bob Earl was born in Great Bend, Kansas on January 13, 1950. When Bob was three years old his dad was killed in Korea where he was stationed as a fighter pilot. He and his mother then moved to Michigan where his mother remarried. They remained in Michigan while Bob's step-father finished his Ph.D. studies in Psychology. They then moved to California. Bob attended high school at Claremont High School and received an A.A. Degree in Mechanical Engineering. Bob had his own business of buying mechanically weak Porsches, repairing them and selling them for a profit.

FORMULA: Bob, would you detail your racing activities beginning in October of 1971?

EARL: In October of 1971 I bought Jerry Hay's car, tested it for

awhile and went to my first driver's school in November at Holtville where I won both races, lapping the field, I might add. Of course it wasn't me, it was the car. Then I ran my first race at Holtville and I finished 18th out of 22 or something like that. I was scared to death. Then I went to Riverside and just tried to finish. I went around with my arm up half the race but I did finish. The third race was at Holtville and I finished 2nd behind Bill Mairs. That was my first thrill. I started to go fast then. I realized to go fast you just close your eyes and stand on it. At Riverside, my next race was one I'm really proud of. I was racing against Holly and qualified on the pole which really scared the shit out of me. We thought we were doing pretty good but not the pole. I went over to Bondurant and said "What do I do now?" And he said to stand on it just like before. I finished third. Holly passed me and Gary Rodrigues passed me going into turn two. I tried to outbrake him into turn 7 and looped it big as hell. The next race I won at Riverside when they split us into two groups. I ran my first National at Holtville early in 1972 and finished 8th behind Holly. The next race was the National at Willow and I finished 6th after a dice with Boyd Pearce. I was the only other car on slicks besides Henninger. That was my first National Point. At the Riverside National I finished 5th I think. That was the one on the long course. I had a dice with Bob Williams. The race I remember after that was at Laguna Seca. I was proud of that because everyone says that they never go fast there the first time. I finished 3rd in the Regional after starting 22nd. They credited me with the lap record which was not true. Started 24th in the National and finished 7th. That's where I had my first shunt. I was really having a good time and put a wheel off, screwing around; not paying attention and spun and hit the Armco. I got out of the car smiling and we got it fixed for the Regional the next morning. Then we went to Salt Lake and that I didn't enjoy. We were going pretty fast but I detested the place and I really didn't see any point in wasting the car. If I had a lot of points I would have run but I really thought the place was dangerous. I then went to the next National at Willow. That's where we had 12 cars dicing for the lead for the whole race. I DNFed when a gear shift bolt fell out. At the next race, that was the Continental at Riverside and I had the car sold. I hit the turn 9 wall in practice. I don't know why; I can't remember anything from the whole weekend. That was my worst crash. I was in the hospital for awhile, didn't even drive for three months; they wouldn't let me. Meanwhile I sold everything off of the old car and bought the Elden and went to Phoenix in November. I'd never been to the track before and didn't know what the car would do. I was shaking like a leaf because I didn't know what I was going to do: I hadn't even been in a race car for three months. I went out and was going easy and then Cooney passed me. That set the fire and I got right back into it just like that and went on to finish 2nd.

FORMULA: Since the start of the season you have had many high placings and you're leading CalClub Region in points with a win in the Memorial Day Regional at Riverside. What's happened since then?

EARL: I really thought I had a chance to win the Memorial Day National. I won the regional the day before and we qualified well. I was dicing with Firestone and Holly for the lead and the engine failed. At Portland, we were just down on power and couldn't do anything. I was very surprised there because no one seemed to be dicing. Everyone seemed to be content to stay where they were. They know their tracks very well and are very fast but they don't race. Loft is very good. We also had motor problems at the other Portland race we ran. At the Laguna National around the corners the thing just wouldn't run. It's the first time it ever happened to us. Mechanical problems to our team last year were non-existent. We had a couple of management problems this year. Team morale kind of went down the tubes; I lost a couple of mechanics. Terry was the only one working for me and he wasn't too excited about anything. At

Laguna something was wrong with the carburetor and we couldn't figure out what was wrong. We qualified badly, 18th, and finished 6th.

FORMULA: At the Laguna Seca National were you close enough to the Alan Holly-Johnny Kastner incident to see what happened?

EARL: No. I was about 10 seconds behind when it happened. Johnny tends to do things a little violently sometimes and over does things, but I don't mind; I take it as a challenge. If the guy wants to play the game that way, I'll race him; I'm happy to race Johnny that way. He's good; he doesn't crash and he doesn't purposely put you in the wall or something. We were bumping wheels in December which I thought was erratic. I've never seen it before, but it was another type of driving. I said well, let's cope with this and see what happens. I thought it was fun after awhile. I wouldn't want to do it all the time because it bent every rod end on the right side of the car, but it didn't bother me. If you're going to race in England, especially, you've got to know how to do that shit. You have to be able to take any situation and be able to cope with it, like the bad motor at Laguna.

FORMULA: Bob, you've also been racing a Porsche in A Sports Racing. How do you feel in the two different cars?

EARL: I hate to say it but the Porsche is a hell of a lot safer.

FORMULA: In what way?

EARL: It's not twitchy. It's got power for one thing. I notice at Riverside. You go through Turn 9 almost flat out in a Ford and the car is just hopping and jumping and you can't correct it. If the tail end comes out you don't have any power to reach for. In the Porsche I went through and it was stable, you crank the wheel in, it hops a little but the wing keeps it down, and if you get it sideways you squeeze the right pedal down and it just straightens out. The other thing is it feels that stable but you're going 45 miles per hour faster than you are in a Ford and you don't know it. You still throw it around but you do it a lot more with the throttle pedal than you do in a Ford.

FORMULA: How do you rate Formula Ford?

EARL: You learn a lot in Ford; about competition, about driving, about setting-up a race car chassis but you don't learn much about real race cars as far as wings and power go. But for one class you learn more in Ford than in all of them put together. Anyone who comes out of Ford usually goes fast in anything they get into, and I like to put myself in that class. If it's the other way around they usually don't do too well. In a Ford you really learn how to handle traffic.

FORMULA: How do you rate yourself as a driver?

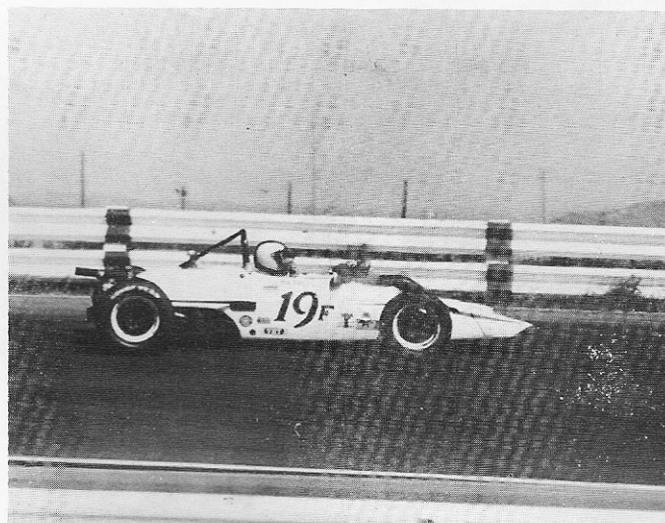
EARL: I think there were about 10 Formula Ford drivers in Cal Club at the beginning of the year who I feel were capable of winning a National Race and I'm happy to say that I think I was one of them.

FORMULA: Who are the others?

EARL: Let's see, there's Firestone, Kastner, Holly, Ferguson, Pearce, Henninger, Bob Williams, Cooney is very good; Shirey is good in an old car; Hawes; Dellatore is a future champion. I think we're all equal in a lot of ways but we all have our own superior areas.

FORMULA: That brings up an interesting question. In Formula One, for example why do Stewart, Fittipaldi, Peterson and possibly Hulme win more races than anyone else? Do you think it's equipment or a psychological edge?

EARL: Equipment has a lot to do with it. Stewart is just a magician. He knows how to play with people's mind and he is a super driver. He has tremendous car feel. He goes fast and he is smooth. The smoother you are the faster you will end up. Peterson and Fittipaldi are very sideways all the time. At times



BOB EARL'S ELDEN MK. 10

they're faster but in the long run Stewart is quicker because of his smoothness.

FORMULA: Do you feel that Stewart's unemotional driving style is the ideal technique?

EARL: Oh! Yes, I definitely do.

FORMULA: Do you feel that you are as consistent as you would like to be?

EARL: No. If you're consistent and don't make mistakes you psych-out the competition and they make mistakes. Loft is this way. I haven't seen him make a mistake yet.

FORMULA: Do you go faster in a race?

EARL: No, I usually go faster in qualifying. I've never gone faster in a race. In qualifying you can plan a lap to be your fastest where in a race you are dicing and can't really go faster.

FORMULA: What are your plans for the future?

EARL: I won't be running the Elden anymore. It's for sale. Right now I'm waiting for the Automotive Development car to be completed and hopefully I can score enough points to make the ARRC in Ford. I'll definitely be running the Porsche there. Next year I'd like to run in Ford again and win every National we run in. I'd just like to prove I can do it. We may run the West Coast Can-Am races later this year and I may have a sponsor for the Full Can-Am season next year.

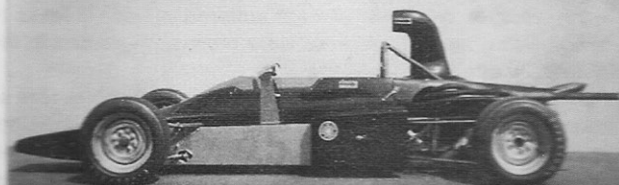
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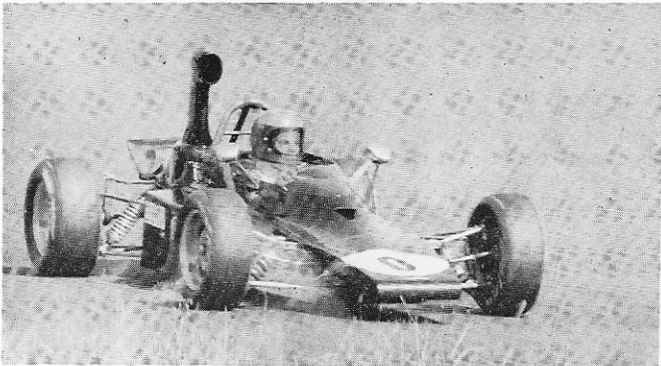
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RIVERSIDE REGIONAL



DICK COONEY'S LOLA T340, (NEELY'S PHOTO SERVICE)

by Ed Pitz

Following a seven-week rest period, the SoCal Regional schedule resumed at Riverside on July 14-15. In a general sense, there was little to distinguish it from other weekends on this level. The sun blazed merrily throughout the weekend as my scarlet nose can painfully attest to. The girls, and there were lots of them, would have set off spiraling prices and heavy inflation in any slaves market. A capacity field of 60 cars was listed in the program but there were enough no-shows to eliminate the spectre of bump-qualifying.

The Saturday morning timed session showed, if anything, the difficulty of attempting hot laps on a crowded circuit. Pole position at 1m. 32.870s. went to divisional points leader Johnny Kastner who was breaking in his new Jim Russell Merlyn Mk. 24. Rick Ricketts' Merlyn occupied the other front row slot at 1m. 33.023s. Heading ;the second row was Dennis Firestone who was looking for his third straight checker in the K.K.W. Titan. He underwent a tire change midway through the session and found that Goodyears are still a better proposition than Firestones, his best lap being 1m. 33.110s. Automotive Developments' Jules Williams, having a rare outing in his Lola, was next up at 1m. 33.5423s.

Timing/Scoring earned the most demerits of the weekend; the grid sheets appeared only 15 minutes after the cars were called to the pre-grid (shades of Laguna!).

The 16-lap qualifier was a fairly incident-free affair for the first 10 laps. Ricketts' copybook start saw him lead most of the first lap before third row starter Bill Delatore's Merlyn took over. Firestone moved ahead on the second lap and drove off into the sunset to win convincingly. Delatore, Ricketts, Williams, and Jim Hawes' Falstaff Merlyn waged a terrific battle for second until a backmarker punted the Lola onto the DNF list. Delatore took a lonely second after Hawes spun at turn 9 and nearly collected Ricketts in the process. The Falstaff Merlyn recovered to place third ahead of Ed Mertz' Titan, Kastner's down-on-power Merlyn, Sam Nicolosi's March, and Ricketts' ailing Merlyn.

During the last few laps, the number of survivors decreased by one-third after a couple of cars suffered major oil leaks in the esses. Word had it that there were more cars parked in the esses than on the infield.

Fortunately, most of the mechanical damage wasn't severe as 44 machines answered Sunday's roll call. Delatore led from the green only to be overhauled at turn 9 by Firestone and Kastner, the Jim Russell mechanics having done their homework. Hawes held fourth ahead of Ricketts, Mertz, Nicolosi, the Titans of Hugh Mooney and Ken Dunn, and Art Hahn's Merlyn (up from the 11th row of the grid.

The others were left standing as Firestone and Kastner went at it in the biggest way possible although it wasn't until the fifth lap before the Merlyn held the upper hand past the pits. The issue looked settled four laps later when Firestone indulged in a spin at turn 2 and lost nine seconds. Undaunted, Firestone went to work and by the 14th lap was back on the Merlyn's tail. On the 20th and final dash to the line, the archrivals had to sort out four backmarkers; Kastner weaved through and flew past the checker with Firestone alongside and about a foot behind.

Ricketts ran strongly in third for many laps but finished a close fourth to Delatore after the latter had overhauled him on the 16th lap. Hawes, handicapped by indifferent handling and overheating tires, lost fifth on the final round to the Nicolosi March. Mertz' Titan ended up seventh following a quick spin at turn 9 at the halfway mark. Hugh Mooney took the decision in a race-long battle for ninth with John Knopp's Crossle.

Several of the hotshoes turned in excellent performances after Saturday's misfortunes had relegated them to the rear grid positions. John Gianelli's Titan was the most impressive of the lot, coming from 36th to an excellent eighth. Ed Hoffman's Lotus moved from 42nd to 11th while Dwight Hampton's Merlyn took 13th after starting 35th. The hard luck award went to Barry Blackmore's Lotus which climbed from 32nd to retire on the last lap while drawing a bead on ninth place.



JOHN GIANELLI'S TOYO TIRE TITAN, (STEVE MAYER PHOTO)

RIVERSIDE REGIONAL, JULY 15, 1973, 20 LAPS (56 MILES)

1. Johnny Kastner (Jim Russell Merlyn Mk. 24); 2. Dennis Firestone (K.K.W. Titan Mk. 6); 3. Bill Delatore (The Outpost Merlyn Mk. 11); 4. Rick Ricketts (G.I. Bill Merlyn Mk. 11); 5. Sam Nicolosi (Wayne Mitchell March 739); 6. Jim Hawes (Falstaff Merlyn Mk. 24); 7. Ed Mertz (Mertz Titan Mk. 6); 8. John Gianelli (R.P.M. Titan Mk. 6); 9. Hugh Cooney (R.P.M. Titan Mk. 6C); 10. John Knopp (Knopp Crossle 25F); 11. Ed Hoffman (Hoffman Lotus 61); 12. Rick De Nisco (De Nisco Titan Mk. 6); 13. Dwight Hampton (Pegasus Merlyn Mk. 20); 14. Tim Ireland (Bowes Merlyn Mk. 17); 15. Tennyson Kwok (Kwok Titan Mk. 6); 16. Ray Blomster (Blomster LeGrand Mk. 10F); 17. Dick Cooney (Pacific Formula Falconer Elden); 18. Ken Dunn (Dunn Titan Mk. 6C); 19. Bob Hunsaker (J.M.C. Merlyn Mk. 11); 20. Bob Kindred (Garrett's Car Service Lola T200).

PRO FORMULA B RACES:

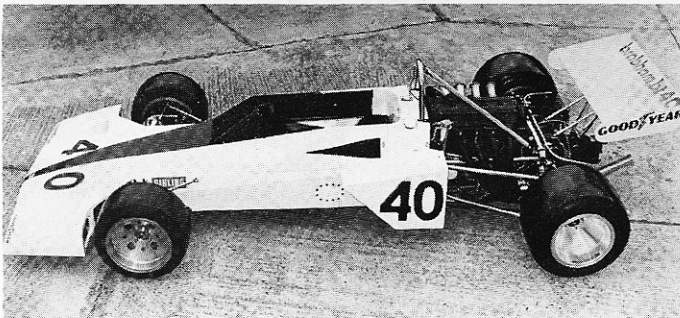
PLAYER'S MOSPORT CANADIAN FORMULA B RACE

by Don Alexander

The Player's International, an add-on race to the Player's Challenge Series for the Canadian Driving Championship, was run as a challenge race between the best American and Canadian Formula B Drivers. The Swede, Bertil Roos, won the race when the top American Formula B driver, Alan Lader, the top money winner in the Player's Series, winning 4 of the 6 races, crashed on the 10th lap of the race while in sixth place, charging from the 17th starting position. Bill Brack, of Toronto, the 1973 Player's Challenge Series Champion, started from 22nd position on the grid, spun and finally moved into second spot when vapor lock set in and he made a pit stop, thinking he was out of fuel. He returned to the fray only to be black flagged, which he ignored and was later disqualified.

Bertil Roos took the lead from pole-sitter Craig Hill on lap 4 and was never headed for the remainder of the 42 lap race. Roos averaged 103.207 mph for the 103 mile event driving the Fred Opert Brabham BT-40. Bill Brack set the fastest lap of the race at 1:27.7 or 107.045 mph, a new Formula B record at Mosport Park, in his Mister Transmission Lotus 59.

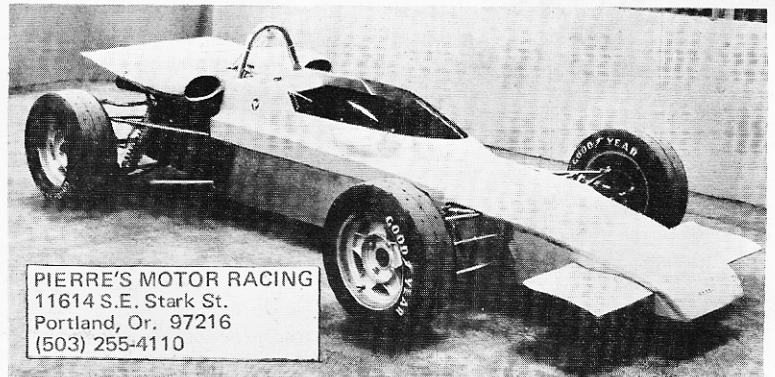
FINISHERS: 1. Bertil Roos, (Fred Opert Braham BT-40), 42 laps or 103 miles in 60:05 for an average speed of 103.207 mph, \$2000; 2. Ric Forest (Astro Sports Brabham BT-35,42), \$1000; 3. Bruce MacInnis, 41, \$700; 5. Peter Ferguson (Esso Special Chevron B20B, 41), \$600; 6. Bill O'Connor (Rondel-Brabham BT-38, 41), 550; *Bill Brack (Mister Transmission Lotus 59, 41), disqualified; 7. Charlie Gibson (March 712, 41), \$500; 8. Ron Shantz (Auto-Race Lotus 69B, 40), \$450; 9. Gilles Leger (Gilles Leger Racing Team Brabham BT-40, 40), \$400; 10. Al Justafson (Brabham BT-35, 40), \$350; 11. Craig Hill (Castrol GTX Special Brabham B-40, 39), \$300; 12. Hugh Cree (Brabham BT-35, 39), \$250; 13. John Powell (Fleet Special Rondell Brabham BT-38, 39); 14. Max Nerriere (Lotus 59F, 38); 15. Peter Nye (Peter Nye March 712, 38); 16. Roy Folland (Roman Brio Special March 73B, 35).



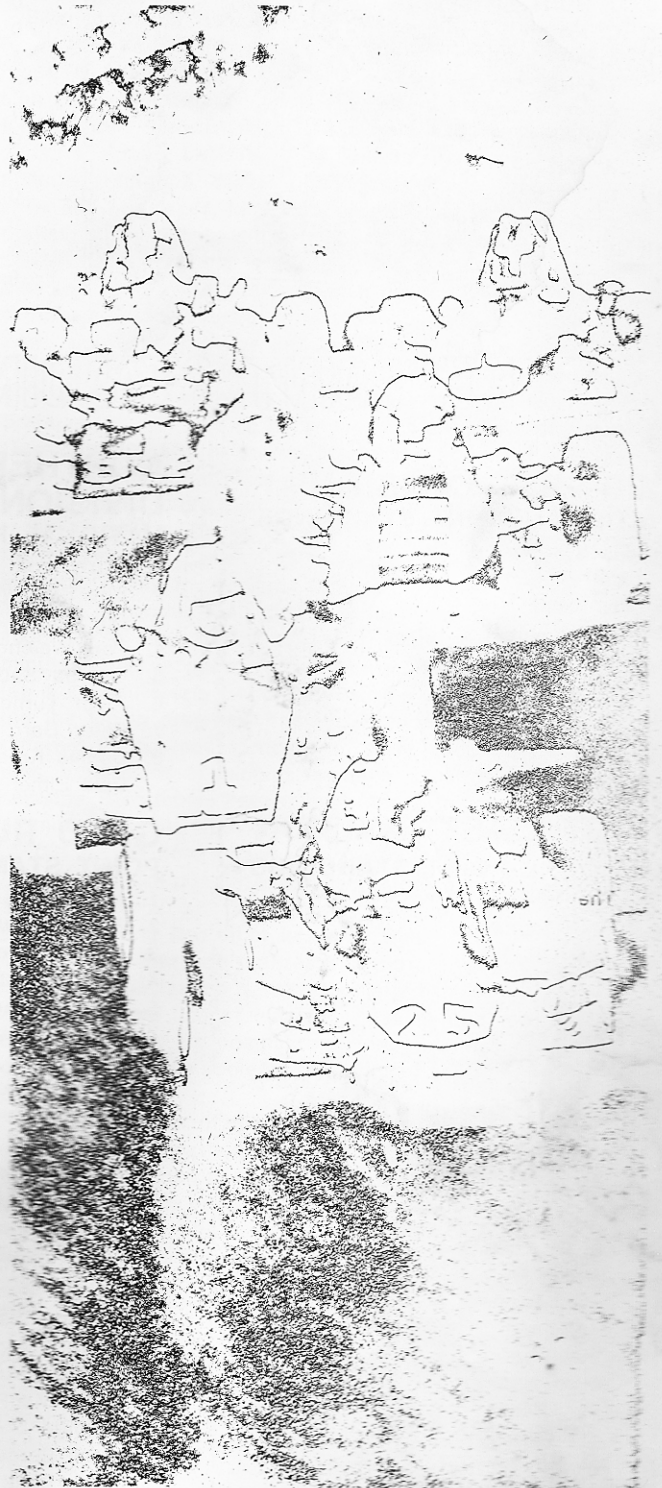
PRO FORMULA B RACE, ELKHART LAKE, WIS.

The United States' only professional Formula B race was held in conjunction with the Road America Can-Am race at Elkhart Lake, Wis. The entry was largely made up of the American drivers who have been running the Canadian Players' Challenge Series. However, Canadian Bill Brack, driving the ex-Dave Walker Lotus 59 led from flag to flag from the pole position and set a new lap record, bettering Bill Gubelmann's 3 year-old mark by 2 seconds. Top American driver Alan Lader was not competing after a severe shunt at Mosport Park the previous week.

The Swede, Bertil Roos offered the only competition to Brack, driving the Fred Opert Racing Braham BT-40. He was 6 seconds down at the end of the 20 lap event. Third place went to Mike Hall in a Brabham-Hart BT-40 followed by Tom Klausler's ex-Rondel Brabham BT-38. Mike Eyerly, making a return to Formula B, finished fifth in a Falconer-bodied March 722.



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2. E. FITTIPALDI	9	9	4	9	4	6	0	0	0	0	1	0	6	48
3. F. CEVERT	6	0	0	6	6	3	4	6	2	6	6	0	2	47
4. R. PETERSON	0	0	0	0	0	4	6	9	6	0	0	9	9	43
5. P. REVSON	0	0	6	3	0	2	0	0	9	3	0	0	4	27
6. D. HULME	2	4	2	1	0	1	9	0	4	0	0	0	0	23
7. J. ICKX	3	2	0	0	0	0	1	2	0	0	4	0	0	12
C. REUTEMANN	0	0	0	0	0	0	3	4	1	0	0	3	1	12
9. J. HUNT	0	0	0	0	0	0	0	1	3	4	0	0	0	8
10. C. PACE	0	0	0	0	0	0	0	0	0	0	3	4	0	7
11. A. MERZARIO	0	3	3	0	0	0	0	0	0	0	0	0	0	6
J-P. BELTOISE	0	0	0	2	0	0	0	0	0	2	0	2	0	6
13. G. FOLLMER	0	0	1	4	0	0	0	0	0	0	0	0	0	5
14. A.de ADAMICH	0	0	0	0	3	0	0	0	0	0	0	0	0	3
W. FITTIPALDI	1	0	0	0	0	0	0	0	0	0	2	0	3	3
15. N. LAUDA	0	0	0	0	2	0	0	0	0	0	0	0	0	2
C. REGAZZONI	0	1	0	0	0	0	0	0	0	0	0	1	0	2
16. C. AMON	0	0	0	0	1	0	0	0	0	0	0	0	0	1
G. VAN LENNEP	0	0	0	0	0	0	0	0	0	1	0	0	0	1

F.F. POINT STANDINGS:

MIDWEST DIVISION NATIONAL POINT STANDINGS

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

SOUTHEAST DIVISION NATIONAL POINT STANDINGS

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

SOUTHERN PACIFIC DIVISION NATIONAL POINT STANDINGS

1. Johnny Kastner	50
2. Dennis Firestone	42
3. Alan Holly	24
4. Dick Ferguson	23
5. Bob Earl	19
6. Boyd Pearce	15
7. Dick Cooney	11
8. Mike Hull	4
9. Dick Shirey	3
10. Jim Hawes	1
Ed Hoffman	1

1973 FINAL STANDINGS

NORTHERN PACIFIC DIVISION NATIONAL POINT STANDINGS

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

GOLD RUSH SERIES POINT STANDINGS

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

CENTRAL DIVISION NATIONAL POINT STANDINGS

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

SUPER VEE:

SCCA VW GOLD CUP SERIES POINTS

1. Bertil Roos	68
2. Harry Ingle	43
3. Frank Maka	37
4. Wink Bancroft	36
5. Tom Bagley	32
Bob Lazier	32
7. Bob Wheelock	25
8. David McMillan	24
9. Fred Phillips	22
10. Richard Melville	19
11. Bob Williams	16
Fred Van Beuren	16
13. Stephen Webb	15
Tom Reddy	15
15. Howdy Holmes	13
16. Jack Rabold	10
17. Dick Cooney	8
Tom Pumpelly	8
19. John Benton	7
20. Allan Turner	6
Dave Yoder	6
Don Bradley	6
23. Frank Marrs	4
Shelley Marrs	4
Bob McQueen	4
26. Bob Danielson	3
Benny Scott	3
28. Walter Handley	2
29. Ron Dykes	1
Bob DeMarco	1

SWANSON MOTOR RACING

by Don Alexander

Swanson Motor Racing, directed by Ken Swanson, basically began operation about the time Ken started racing in 1969 in a Formula Ford. He was racing with Jim Busby at the time and they were building Formula Ford racing engines and maintaining cars on a small scale until mid-1970 when Jim purchased a Formula A Eagle for the Continental series and crashed heavily at Riverside his first time out in the car. Jim was seriously injured with a broken back and neck, remaining in a wheel chair for the remainder of the season. It was then that Ken went to work for Charlie Hayes where his primary responsibility was sales. When Charlie Hayes ceased selling race cars and parts in 1971, Swanson Motor Racing became Ken's full-time occupation.

Towards the end of 1971, Ken became involved with Television Producer Russ Mayberry, who had been racing for about three years in Formula Ford and Formula B. They formed a small corporation and moved from the original small Swanson Motor Racing shop to a new 4800 sq. ft. building in Costa Mesa.

In addition to parts sales and car preparation, Swanson Motor Racing intended to include a complete engine building and development facility complete with a dyno and a flow bench. But because of the disdain of the Costa Mesa City Fathers and the very high capital expenditure, the dyno facility was never installed. During 1972 the main source of income was from parts sales, car preparation and the leasing of a Lola B Sports Racing Car to Les Hill which was maintained by Swanson Motor Racing. As it turned out the B Sports Racing program accounted for a large percentage of the profit in 1972. The business was growing rapidly but the high fixed costs were digging deeply into the profits of the company. This and the fact that Les Hill had decided to cut back his racing program for 1973 because of the rapid expansion of his insulation business, prompted Ken's accountant to recommend a cutback in fixed costs. With that in mind Swanson Motor Racing moved to their present facilities in November of 1972.

For some time Ken had been toying with the idea of selling new race cars. He was originally against the idea because in Charlie Hayes' operation race car sales were not very profitable compared to parts sales and preparation and maintenance. After analyzing the situation Ken realized that a large portion of Hayes' profit was not available because Charlie was not buying cars directly from the Lola factory in England but through Carl Haas, the American importer; Ken then decided that the only way to sell new race cars was to purchase them directly from the factory.

In December of 1972, Ken, who was looking for a race car to market in Southern California, Jim Busby, who was racing a B Sports Racing Chevron since he recovered from his 1970 crash, and Mike Hiss, who was looking for a Formula One or Formula Two ride, convinced their wives to let them go to the London Race Car Show late that month.

It was here that Ken saw the Royale display and was impressed with the car. He met Bob King, the owner of the Royale Works, and after a few subsequent meetings, Ken became the West Coast importer for Royale Race Cars.

It was then that Mike Hiss, a close friend of Ken's since they worked together at Charlie Hayes', became the third stockholder in Swanson Motor Racing. Ken was instrumental in aiding Mike in obtaining his first USAC ride. Tom and Mary Page were customers of Ken's with their Formula B car and Ken helped Mike arrange the Indy car ride. Mike's function at Swanson Motor Racing is to act as a track side representative.

Swanson Motor Racing has a fourth stockholder, Rob Jackson, who became part of the team in July. Rob, who graduated from the Bob Bondurant School of High Performance Driving, purchased a new Royale Formula Ford from Swanson Motor Racing and was impressed enough with the operation to invest in the company and represent it at West Coast SCCA races in which he is competing. Jim Hall, the shop manager, shares a March 722 Formula B with Russ Mayberry. Jim is currently in second place in the California Sports Car Club regional points standings.

A full line of racing products and accessories are marketed by Swanson Motor Racing. Earlier this year they produced a complete 34 page catalog which is one of the most comprehensive available.

Swanson Motor Racing is the West Coast distributor for the Royale RP-16 Formula Ford manufactured by the Royale Racing, LTD. in Huntingdon, England. The design features suspension geometry designed for use of racing tires, a rear spoiler for balanced aerodynamics in the front and rear, Arnep rod ends, a ridged chassis to reduce torsional flex, twin side mounted radiators, nickel plated suspension, American seat belts and harnesses, Mk9 Hewland gearbox with inboard rear brakes, and aeroquip brake lines. Trades are accepted, and excellent bank financing is available for anyone who pays their bills and has 30% of the total for a down payment. Other cars manufactured by Royale are the RP-12 Formula B, the RP-17 2-liter Sports Racing Car, and the RP-18 Formula Super Vee. A Formula 2/Formula 5000 car will be introduced in the near future. The other car marketed by Swanson Motor Racing is the Brabham BT-40 Formula B car manufactured by Motor Racing Developments, Ltd. in Surrey, England. If you want a Brabham racing car you better hurry as the present rumor is that Brabham will not manufacture customer cars after 1973.

Swanson Motor Racing is the national Auto Racing Distributor for the Zeta Pro Series Digital Timers. There are two models available in the Professional Series: the Pro I and the Pro II. The Pro I provides a six-digit readout in minutes, seconds and 100th's of a second. The maximum event time recorded is 59 minutes 59.99 seconds. It operates continuously or in individual lap mode which lets you display the lap just finished while timing the lap in progress. The Pro II timer also includes three different timing modes: hours, minutes, seconds; hours, minutes, hundredths of minutes; minutes, seconds, hundredths of seconds. Both timers have rechargeable batteries, split action in all modes, remote hand operation capabilities, and an accuracy of .001%. The timers have a one year unconditional guarantee from the date of purchase. Swanson Motor Racing is marketing the timers in all phases of motor sport and plans to expand their marketing into other fields as well.

Since Ken Swanson realizes that the profitability of any racing sales organization is not especially exciting, he is marketing a complete line of automatic transmission coolers which out-perform and are competitively priced with all coolers now on the market. The coolers are marketed through all retail auto parts outlets.

A complete stock of spare parts for Royale and Brabham cars is available at Swanson Motor Racing, along with a full selection of other racing accessories all at competitive prices. They also market a line of epoxy paints for racing applications which are not only beautiful but nearly indestructible. Swanson Motor Racing has complete shop facilities for chassis preparation and repair, suspension alignment and engine building and maintenance.

If you are interested in the Royale or Brabham cars, the Zeta ProTimer, Epoxy Paints or any other racing product or service, contact Ken Swanson or Jim Hall or write for Swanson Motor Racing's catalog at 713 W. 16th St., Costa Mesa, Calif. 92627 or call (714) 645-8000.

RIVERSIDE REGIONAL

by Ed Pitz

There is little doubt that the August 18-19 FF Regional at Riverside will stand as one of the low points of the year. The event was marred by a near-tragic accident that necessitated a red flag and there were few happy faces by the end of the day.

For the first time in many events the entry failed to meet the 60-car limit. Only 54 machines were listed and for various reasons eleven of these failed to show. Heading the list was Johnny Kastner's Jim Russell Merlyn which was the odds-on favorite after arch-rival Dennis Firestone suffered a severe leg injury while water skiing at Elsinore the previous weekend.

As it turned out, Hugh Mooney's RPM Titan edged Kastner for the pole, doing 1m. 33.778s. to the Merlyn driver's 1m. 33.931s. Leading the second row at 1m. 35.445s. was Dick Cooney's new Lola T340 which drew lots of attention throughout the weekend. Restaurateur Sam Nicolosi's March took fourth at 1m. 35.555s. followed by Barry Blackmore's Lotus (1m. 36.040s.) and Art Hahn's Merlyn (1m. 36.220s.). Novice Jim Hutchings's Lola was next up at 1m. 36.301s. and just in front of Ed Hoffman's Lotus (1m. 3.347s.) and Ron Nash's well-sorted Royale (1m. 36.392s.).

Mooney outdragged Kastner into the second turn at the start but was overhauled by Cooney at turn 9, the new Lola leading its first lap in competition. These two were followed by Kastner, Nicolosi, Hahn, Hoffman, Blackmore, Nash, and Hutchings.

The opening laps were hectic. Doing all of his passing at turn 9, Kastner moved up on successive laps to deprive Cooney of the lead on the third round. Cooney responded by retiring with a broken throttle cable at turn 6. Hahn dropped to the back of the field after pitting with overheating problems. Hutchings advanced to sixth on the third lap only to modify his Lola against the turn 9 wall.

After only four laps, Kastner had opened up a gap over Mooney who was pulling away from Nicolosi in third. Hoffman, Nash, and Blackmore staged a spirited dice for fourth for several laps before Nash pulled clear. Charlie Wright, Paul Brown, and Bill Clutter argued over seventh until Wright's Elden spun and the other two retired their Lolas after a turn 7 argument.

Kastner went on to score an 11-second victory over Mooney. Nash gave other Royale owners something to shoot for with an excellent third, having annexed that place from Nicolosi on the 12th lap. The March driver, worn out by the intense heat and smog, spent the final three laps holding off Hoffman and Blackmore with a mere half-second covering the trio at the finish. Ed Freutel's Elden moved up well to take seventh ahead of Duane Chapman's Crossle, both drivers recording their best-ever result. Charlie Wright recovered to snatch tenth from Joe Cavaglieri's Lotus on the final lap.

The intense smog disappeared for Sunday's final and once again, Mooney anticipated the starter perfectly and took the lead. Nash and Nicolosi moved ahead of Kastner and were running side-by-side through turn 9 when they touched. The March flipped over, sheared off its roll bar, and slammed into the wall. Nash also crashed heavily but escaped injury, the driver immediately going to assist the trapped March driver. Nicolosi was incredibly lucky to escape with a concussion and arm injuries that will require skin-grafting.

The red flag came out after two laps. Chief Steward Bob Challman ordered a full restart and cut the race length from 30 to 20 minutes. Challman also called a driver's meeting during which he delivered a very emotional speech condemning their driving standards. It wasn't easily discernible whether Challman was attacking a) the accident itself, b) lack of caution on the first lap, thus causing accidents, or c) over-driving under the yellow flag. Perhaps he was angry at having to red-flag a race



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while he was Chief Steward. Following the race, however, I heard a great many complaints about poor driving.

There was no other doctor on the scene so everyone got a lengthy rest period before the ambulance returned. The 13-lap race got underway without further incident and was rather subdued. Kastner lit his afterburner and disappeared over the horizon to collect another checkered flag. Mooney was equally alone in second but his rapid and steady performance was a high point of the meeting. Hoffman and Blackmore ran in convoy further back but Blackmore was handed third when his opponent dropped to 18th following a pit stop at half-distance. The reason: a loose lap belt.

Charlie Wright's Elden overhauled Ed Freutel's similar machine on the third lap and pulled away for fourth. Duane Chapman drove his best race yet and collected the remaining point in his Crossle. Art Hahn should have been next but his Merlyn was struck down again by overheating; Joe Cavaglieri finally took it after a race-long struggle with Steve Williams' Royale and Mark Munroe's Titan. Howard Nudelman's new MRE snatched tenth almost on the line when Ed Kitzmiller's Merlyn ran out of gas on the final stretch.

Dick Cooney drove with great verve, coming from 36th to 10th in the first four laps despite a great deal of blocking and weaving on the part of several others. A brief pit stop dropped the new Lola to the tail of the field but Cooney worked his way back to 16th by the checker.

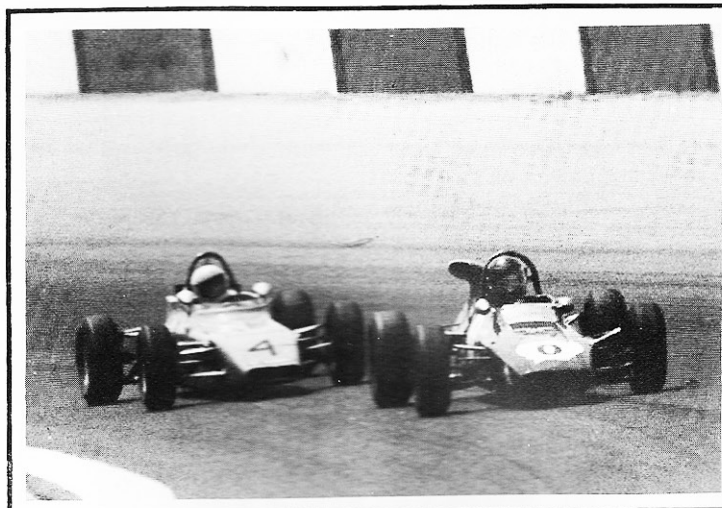
RIVERSIDE REGIONAL, 13 laps (33.15 miles), August 19, 1973:

1. Johnny Kastner (Jim Russell Merlyn MK.24); 2. Hugh Mooney (RPM Titan MK 6C); 3. Barry Blackmore (Blackmore Lotus 69F); 4. Charlie Wright (Wright Elden MK 8); 5. Ed Freutel (G & G Ent. Elden Mk.8); 6. Duane Chapman (Chapman Crossle 25F); 7. Joe Cavaglieri (Cavaglieri Lotus 69F); 8. Steve Williams (Williams Royale RP16); 9. Mark Munroe (Auto Sport Titan MK 6); 10. Howard Nudelman (Scientific Motors MRE); 11. Ed Kitzmiller (B.K.S. Merlyn Mk.17); 12. John Knopp (Knopp Crossle 25F); 13. Ed Hoffman (Hoffman Lotus 61); 14. Don Smith (Pacific Formula Falconer Elden); 15. Bob Kindred (Barrett's Car Service Lola T200); 16. Dick Cooney (ReFocus Lola T340); 17. Terry Peterson (Peterson Titan Mk 4); 18. Rick Rapp (Rapp LeGrand 10F); 19. Bill Fickling (Fickling Lola T200); 20. Ed Brewster (Shadowfax Merlyn Mk 20).

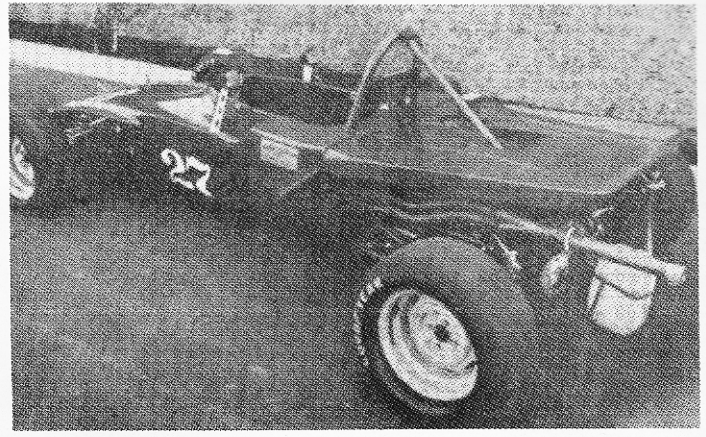
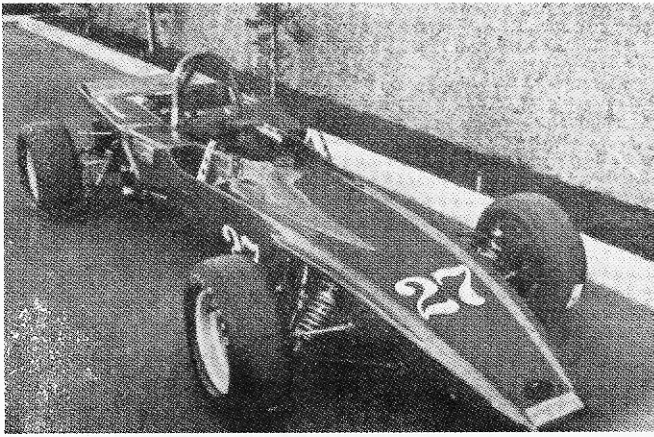


JOHNNY KASTNER'S MERLYN MK. 24, Nº 4. DENNIS FIRESTONE'S TITAN, Nº 0

ARRC PREVIEW



STEVE WAKER PHOTOS



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SUPER VEE '73 CONT. FROM PAGE 5

One of the most consistent teams all year long is the Frank Maka Racing Team of Lola T320's. With consistent high finishes throughout the series, the team placed all three of its drivers in the top ten at Pocono. Frank Maka of San Bernardino, Calif. was third, Wink Bancroft of Newport Beach, Calif. finished seventh and Bob Williams of Santa Monica, Calif. rounded out the top ten. The other super team at Pocono also placed three cars in the top ten: Drivers Fred Van Beuren of Mexico City, Mex., Bertil Roos of Gootenburg, Sweden and Dave McMillan of Raumat Beach, New Zealand finished 4th, 5th and 6th driving Opert Racing School Tui BH3's. Benny Scott of Long Beach, Calif. finished 8th in the Scott Racing Lola T232 and 9th place went to Don Bradley of McLean, Va. in the Bill Scott Racing Royale RP18. Notable dropouts were Tom Reddy of Bronxville, N.Y. with a blown engine; Fred Phillips in the Phillips Tui BH3 with a broken oil line; and Bob Wheelock of Houston, Tex. in the Art Bunker Racing Lola T252 with engine failure. Tom Bagley of State College, Pa. in the Montgomery VW Lola T252 was disqualified for disregarding the black flag.

With three races remaining, at Seattle on Sept. 30, Laguna Seca on Oct. 14th and Riverside on Oct. 28th, a great battle for the championship is shaping up.

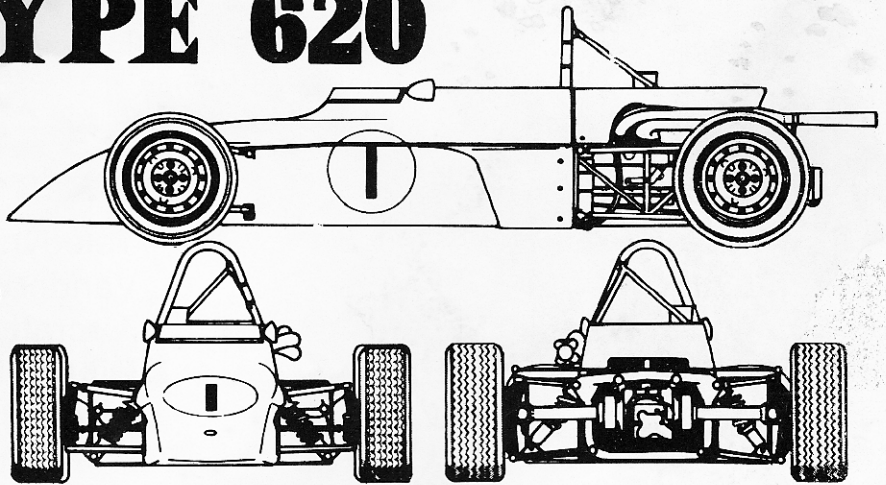
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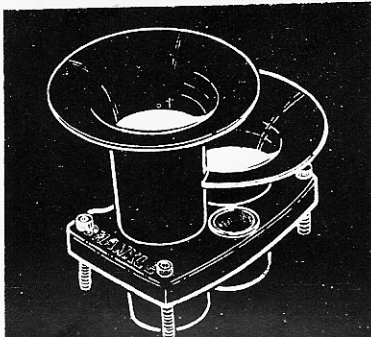
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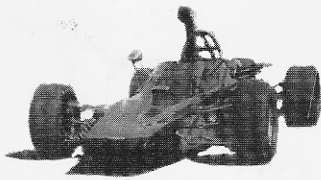
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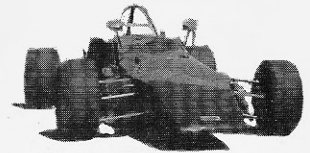


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