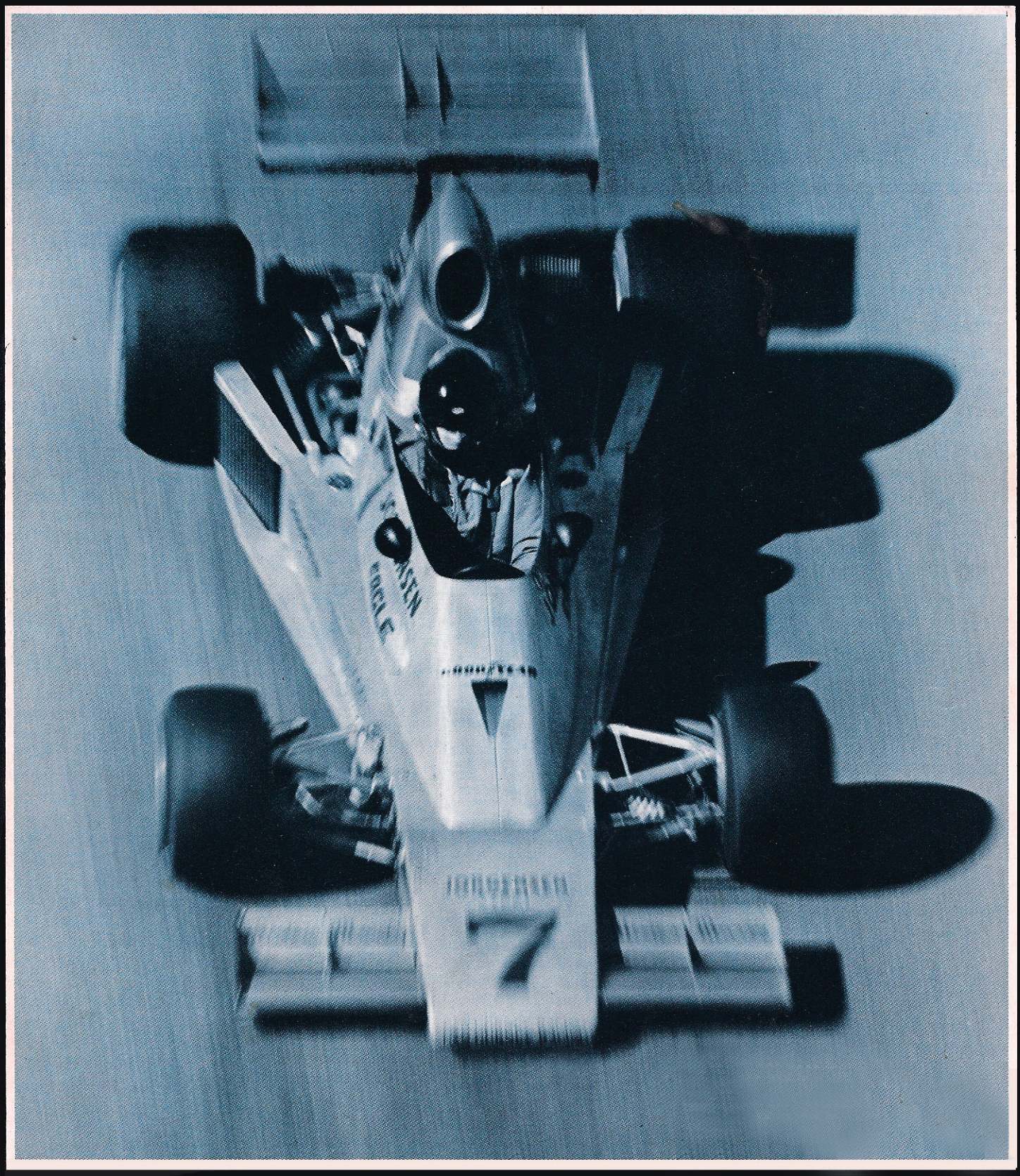
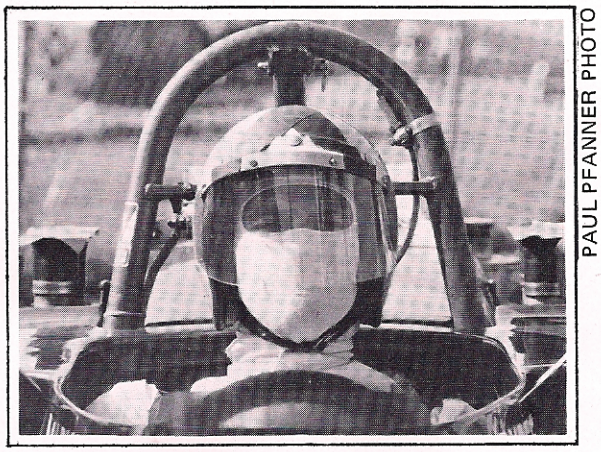
Vol. 2, No. 1

February 1975 One Dollar

FORMULA



FORMULA



PAUL PFANNER PHOTO

ARTICLES

3 . . . . . From The Driver's Seat, Letters

4 . . . . . Technically Speaking

5 . . . . . Matters Of The Moment

9 . . . . . The Americans Are Coming

14 . . . . . Go North Young Man!

15 . . . . . Freddie Scores A Big One (Elkhart S/V)

18 . . . . . Watkins Glen Formula Atlantic

21 . . . . . Bahamas Grand Prix

25 . . . . . End Of An Era

30 . . . . . The South Always Rises...(Lime Rock S/V)

32 . . . . . Who . . . What & Where

DATA.

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COVER:

Antoni Cortes captures Grand Prix star James Hunt in the prototype Dan Gurney Eagle on his way to a fine second place finish at the Laguna Seca F-5000 event.

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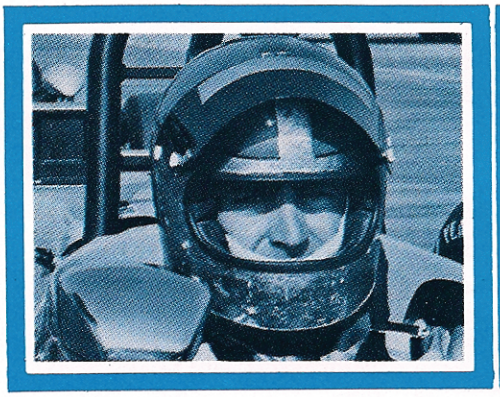
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FROM THE DRIVERS SEAT

BY HUGH MOONEY

A lot has happened with FORMULA since the last published issue and I would like to give you some insight to the situation. The first year for a new publication can be very frustrating for everyone involved, subscribers and publisher alike. Basically a lack of funds and initiative by the previous publisher led to the magazine grinding to a temporary halt after their August issue was circulated. On January 7, 1975 FORMULA MAGAZINE was purchased from Pacific Formula by a new California corporation, Formula Enterprises, Inc. Enough said about what has happened, the important thing is what lies in the future for FORMULA.

With a new FULL time staff of excited and enthusiastic individuals who are not just excited about racing but involved in it (3/4 of the staff hold SCCA competition licenses) and an adequate budget you will see many new changes in Formula throughout the year. We feel and hope you will agree, that our active racing experience will bring a fresh outlook to Formula. Broader coverage of the 1975 season will still include full stories and photos of SCCA Regional and National races, something no other publication is doing. We feel that the amateur formula racer, the ones looking to become professionals need exposure, and we're going to cover as many amateur races as possible. Reports on all the PRO formula ford races of course. New up and coming young writers will be doing the reporting and we will have a regular technical feature that is down to earth so most of us can understand it.

We are negotiating for coverage of the European F1 races and it looks as though we will have complete coverage of the Canadian Players series for Formula Atlantic cars. Naturally you will see coverage of all professional formula car racing in the United States to include F5000, FSV, USAC, and FA. More action photos, formula car test reports, driver interviews (amateur and pro), a formula car buyers guide and much, much more are the top items on our list.

We do hope you will enjoy the fine report from Gordon Kirby on the Watkins Glen Formula Atlantic race and the extensive coverage of the two Super Vee races by Steve Mayer. The Americans are Coming and our Review of the F1 and F5000 series are sure to be of great interest.

Our staff is looking forward to a fantastic year with Formula, a year of growth and expansion. We would love to hear your comments about the new Formula, drop us a letter and say hello.

Letters:

It's about time the drivers organize to promote racing - SCCA sure isn't. Formula Ford has tremendous potential for a closely contested pro series. Large starting fields are already prepared to race in any part of the country. It wouldn't take several years to build large competitive fields with top notch driving as it did with Formula Super Vee. Yet all this talent and machinery lie dormant in non-spectator regionals and nationals.

Drivers speaking collectively could move SCCA to do something to promote money racing and to alter programs for spectator appeal. If SCCA won't budge, maybe IMSA or USAC will. Formula Magazine could serve in communicating, formulating and organizing ideas. I hope FORMULA takes a stand.

Michael Billsbach
Sherman Oaks, Calif.

Hurray for an all together magazine!

The time has come indeed for an independent organization of formula racers as proposed in Formula. However, do not exclude Formula Vee, for there is strength in numbers.

Formula has set the stage, why not develop an organization through it?

Vince Boland
Riverside, Ill.

YES, we need a Formula Ford Association!

Mark J. Mayeau
Wheaton, Ill.

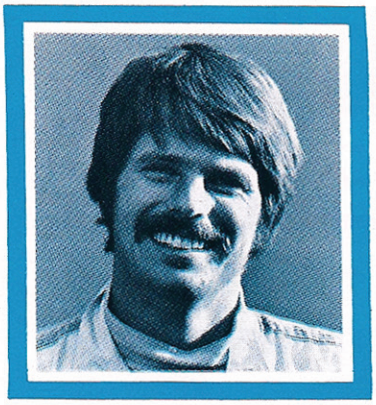
We do need a Formula Ford Association composed of drivers, owners, constructors, and dealers to further the interests of FF racing in the U.S. Formula Ford is coming of age with more entries and more competition than ever before. It is the school for many of us that aspire to become professionals, but the cost is getting out of hand and the returns are almost non-existent.

It seems to me that Formula Ford has the potential for a pro series if it is properly managed. Informed racers have always known that spectator ticket sales and entry fees won't support a pro road racing series by themselves. Only **advertising** money can make it a reality.

Perhaps a Formula Ford Association with the active involvement of its members and some creative management could come up with one or more series packages that could attract some advertising money, and also give each driver a better chance at obtaining personal sponsorship. Maybe it should be in conjunction with Formula Atlantic, or Formula F5000, or as a part of the SCCA National series, or mabe back to IMSA.

Denny Moothart
Moothart Racing Associates, Inc.

Formula has, and will continue, to fully support all efforts of a Formula Ford Association. For information on what the newly formed Formula Ford Racing Association in Southern California is doing contact them at 6501 Bishop Dr., Huntington Beach, Calif. 92647. Ed.



TECHNICALLY SPEAKING

WITH J. PETER HALSMER

"Technically speaking" will be a regular feature of Formula and will have down to earth technical articles designed to be understood even by those without engineering degrees. Our new technical editor is J. Peter Halsmer. Peter was the 1974 Southern Pacific Division Formula B Champion driving a five year old Brabham. The following is a brief biography on Peter and some insight to the type of technical articles you can expect to read in FORMULA.

Peter was born and raised in Lafayette, Indiana, where he worked for his father as a flight instructor and aircraft mechanic while going to school. After receiving an A.A.S. degree in Aviation Electronics, a B.S. in Industrial Education from Purdue University and two years with the Army Peter decided a formula vee was the way to get started in racing. With typical late night preparation and all night drives to and from the tracks of the Central Division Peter earned the necessary credentials to begin to get serious (greasy fingernails, empty wallet, and a national license). In gathering experience from 1970 - 1973 Peter has worked for John Stringer in Ann Arbor, Michigan: The Jim Russell Race Driving School in Rosamond, California; Automotive Development in Orange, California, and Pacific Formula of Costa Mesa, California.

Having spent his apprenticeship with some of the best shops in the business, Peter decided to try to get in a little more driving. By running some 15 Formula Ford races during these four years, Peter learned the necessary driving skills that Formula Ford teaches so well.

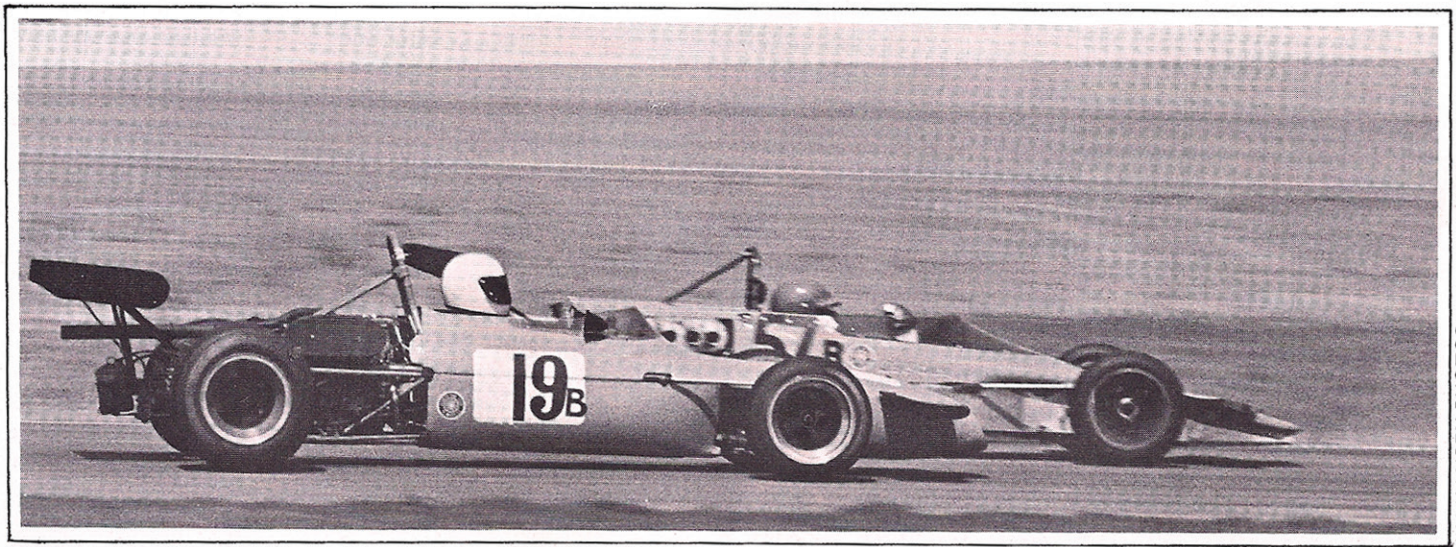
It all paid off in 1974 with the Southern Pacific Division National Championship in Formula B. Early in 1974 Paul Anderson of Hermosa Beach offered Peter a ride in his Brabham BT-29, but there was one catch-no engine. When things finally got together enough to run Peter took a third place at Holtville in his first ever FB race-and it continually got better from there. With two wins (Laguna Seca and Ontario) and two seconds (Sears Point and Phoenix) in the last four races of the season, Peter felt the development work on the five year old car had proven itself.

We feel with the combined technical and driving experience Peter offers, and the vast racing knowledge he can draw from the people he has known in the industry; we have a very good source indeed for technical articles and also answers to questions the average formula racer may come up with.

The following is a sample of technical articles to come - designed to help the average budget racer use his resources more efficiently, and add to his technical competance.

- **The typical formula racers tool chest**
- **Chassis care and maintenance**
- **General driver controls (steering, pedals, gauges, etc.)**
- **General testing methods (trouble shooting)**
- **Keeping records**
- **Check lists for track and shop**
- **Plus much much more!**

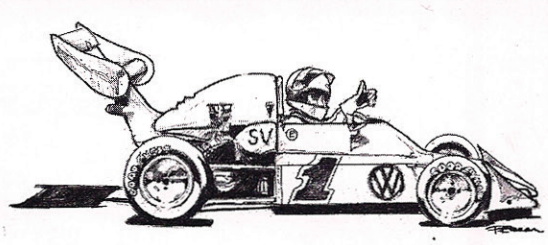
Please, feel free to write if you have questions, hopefully we'll be able to dispell a few of the myths that exist.



JIM HANSEN PHOTOS

Pete in his So. Pac. Division winning Brabham BT-29 at OMS

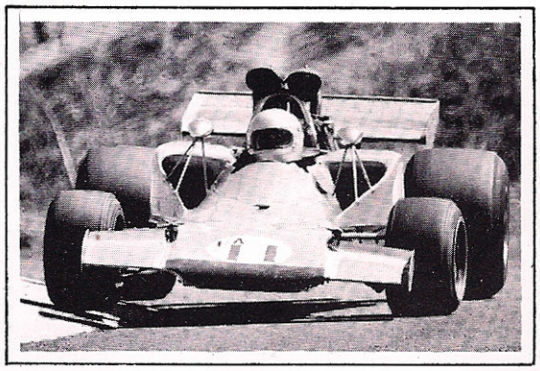
matters of the moment...



PFANNER DRAWING

● **Super Vees to get rear wings for 1975.** Super Vees running Volkswagen of America's Gold Cup Series will be allowed to use aerodynamic devices starting with the Sebring race in March. This appears to be a good move to upgrade FSV and should do something for spectator appeal.

The word from Denver is that rear wings will not be legal for Super Vees running in Regional or National competition.



ANTONI CORTES PHOTO

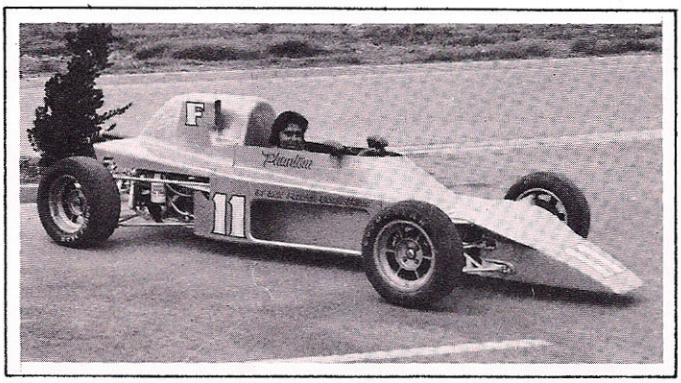
● **Danny Ongias,** a regular So. Pac. Div. competitor in a Lola T300 has announced the Parnelli Viceroy team may prepare and transport a semi-works Lola for him. The car at this time is apparently unsponsored. Danny, if you remember is a top ranked drag racer. . . . . We certainly won't hold that against him.

● **Aero Tec Laboratories Inc.** (ATL) is now offering a unique service for racers with damaged fuel cells. They have developed methods of sealing or repairing any cell currently being used. You ship your cell to their facilities in New Jersey and repairs are usually completed within three days. Costs will vary between $ 20 and $ 60.

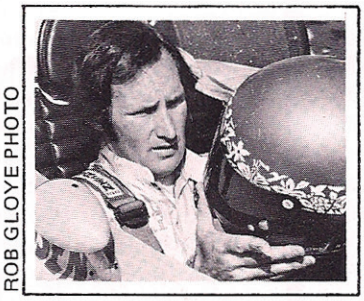
● **The F5000 UOP Shadow** designed by Tony Southgate and Mike Hillman will be testing at either Laguna Seca or possibly Riverside in mid March. There is to be only a single entry for Jackie Oliver, who will also handle the testing. The car is to be very similar to the Shadow F1 car driven by Jean-Pierre Jarier and is now being built in Illinois. Mike Hillman will also serve as team manager for the F5000 effort.

● **Mike Hiss,** in conjunction with Swanson Motor Racing are nearing completion of a sponsorship package to include all F5000 races and the three 500's. Support is to come from a major manufacturer, a new Lola will be used for the F5000 series and they plan to purchase a ride for the 500's from a top team. In addition, look to see Mike Hiss in a new Royale FF at Riverside. Royale is introducing a new FF and FSV for 1975.

● **Lola is building a Super Ford for Pierre Phillips** in Portland, Oregon for testing and development. The only specifications now available are it will use the Pinto (130 hp) 2300 cc engine and they plan to run 8" & 10" wheels. Chances are very good the car will compete in the same class with Formula Super Vee in the International Conference of Northwest Sports Car Club. (ICNSCC)

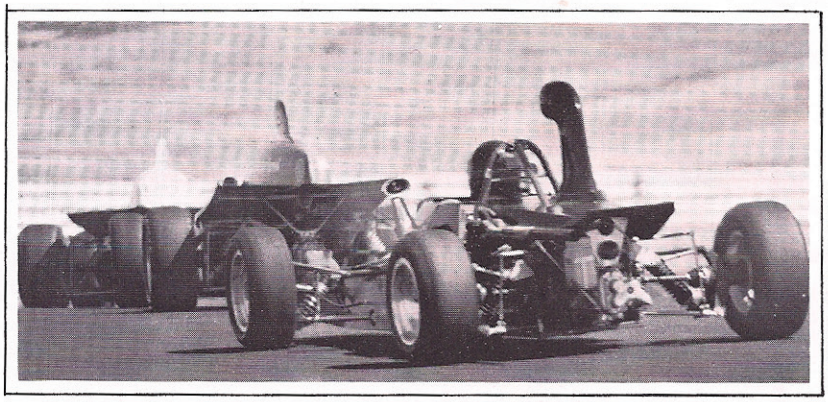


● **Production of the Phantom TF-3 is now underway** by Ron Petrich Engineering. The Phantom, which is a new entry for 1975 has among its many features both front and rear variable rate suspension, an extremely rigid externally triangulated space frame and a super aerodynamic body shape with a full tail and side mounted radiators. Production at the recreational vehicle assembly facilities of Power Performance Products in Hawthorne, Calif. has insured high standards of quality control. The car will appear at the Riverside Nationals in February with Dick Ferguson driving.

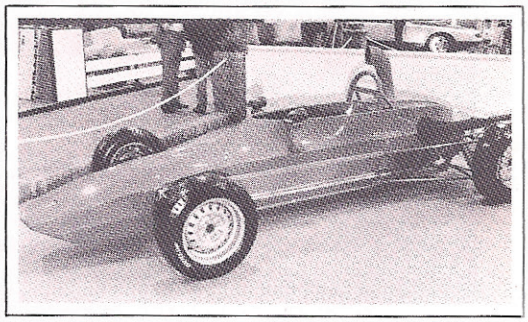


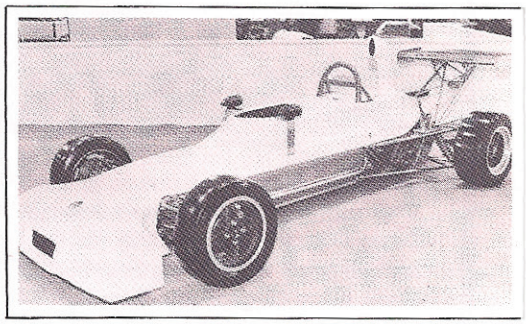
ROB GLOYE PHOTO

● **Elliott Forbes-Robinson** will be in a Formula Atlantic Lola prepared by Bill Scott. Testing will begin about the middle of February. With Scotts reputation for expertly prepared cars and EFR's ability, look for a new front runner in the Players series.



ROB GLOYE PHOTO



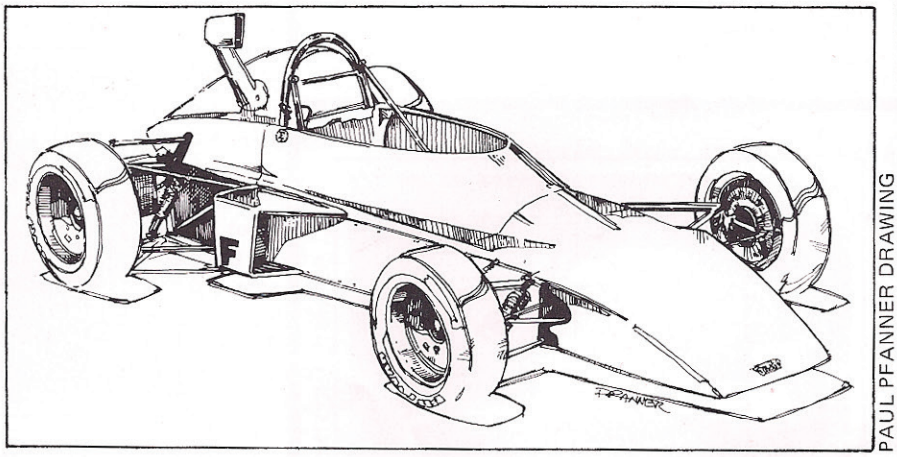


● **The Formula Ford Racing Association** which was formed by a group of FF drivers from the Cal Club Region has announced they will post a $ 200 contingency purse at the February National at Riverside. The purse is to be paid to the three highest placed FFRA members displaying the Association's decal. Pennzoil has agreed to be the official "OIL" of the FFRA and member discounts are available. Other member discount programs are already in operation, they include Proto Tools and related products from Knox Industrial Supplies and all motoring items offered by International Motoring Accessories.



Bertil Roos

● **Joe Grimaldi (The Race Shop) and Doug Shierson (Shierson Racing)** have joined forces, they will retain the name The Race Shop. They will continue to import March cars and have added Hawke cars to their list. The Hawke DL12 Formula Ford will have arrived by the time you read this, and two cars are reportedly sold. Tim Cooper will be in a new March 75A for 1975 and Bertil Roos will have a works March with Schweppes sponsorship. The 1975 Players Series looks to be one of the most competitive series in North America.



PAUL PFANNER DRAWING

● **SuperNova Tui** will be introducing a Formula Ford for 1975 fitted with the new Piper TROPHY Series engines. It's rumored they will carry a Factory backed warranty on all parts and workmanship. A front or side radiator version will be available.

● **Dallas Heyser**, entrant of the John Gunn Marchal American Lola T332 has started a new enterprise, Racing Consultants. The group can advise on every phase of team operation from car transportation, sponsorship commitments to public relations. She says "no race team is too large or too small". Contact Racing Consultants, 1300 Washington Blvd., Laurel, Md., 20810

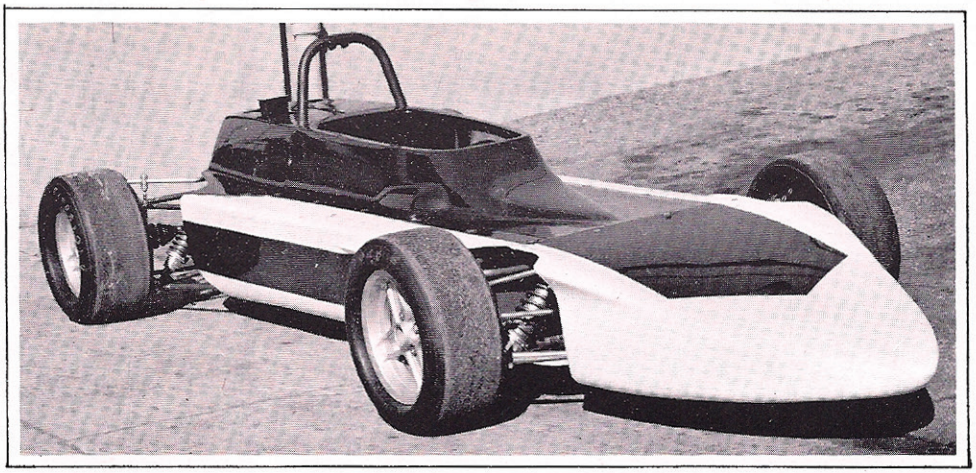
● **Carl A. Haas Automobile Imports, Inc.,** sole North American distributor of Lola racing cars, has formed a new division - - - BERTIL/HAAS RACING ENGINES. The new division will be headed by veteran Swedish engine builder Bertil Sollenskog, best known for his line of Bertil Super Vee powerplants.

Bertil/Haas Racing Engines will initially concentrate its efforts on the production of new Formula Super Vee engines and Super Vee and Formula Ford rebuilding services. They will be undertaking an ambitious development program on both Formula Ford and Formula Atlantic powerplants.

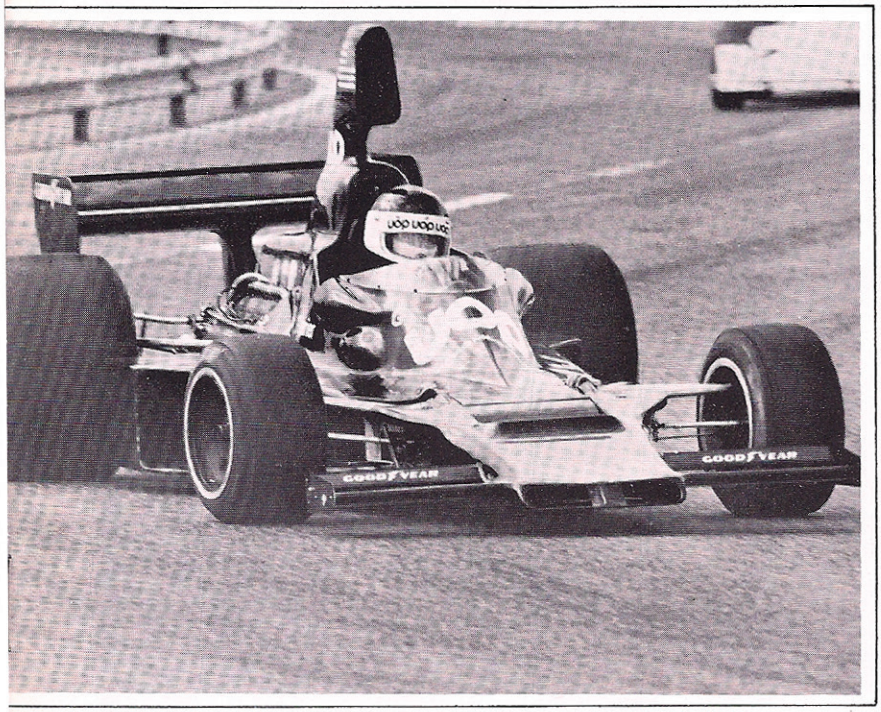
ROB GLOYE PHOTO

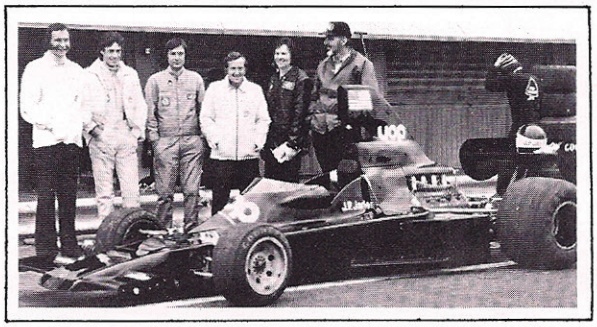
● **Look for the Crossle 30F Formula Ford** to be a real contender in the States this year. Moderate refinements of the already superior chassis and detailed aerodynamic changes are the highlights. Richard Morgan driving the 25F in the BOC series for Formula Fords in Europe was nearly unbeatable in 1974. Crossle introduced their entry for FF2000 with the 31F. Basically the Superford is identical to the 30F with the exception of aerodynamic devices, wider wheels and slightly wider rear track.

ABOVE - Crossle 30F Formula Ford
BELOW - 31F FF 2000 (Super Ford)

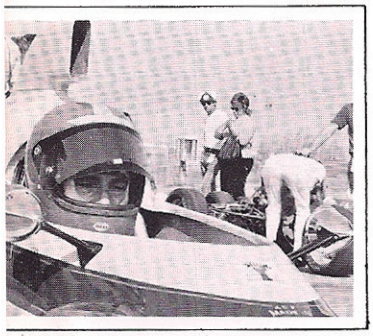


● **The long awaited FF Corsa** has finally been completed with testing taking place with this writing. The Corsa, very straight forward in design has side mounted radiators, a 54" front and 56" rear track, 88" wheelbase, weighs 870 lbs. and features double adjustable Koni shockers front and rear. Light weight fabricated uprights and a removable nose panel are other interesting features. Rick Paronelli will campaign the Corsa at all West Coast Nationals.



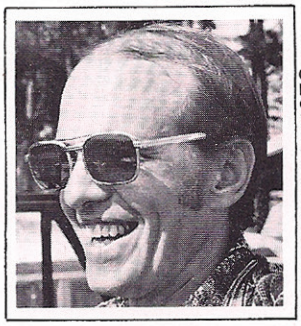


● **The somber, black UOP Shadows** will have a new look when they begin competition this year. The DN-5 will feature more than 100 detail changes and will sport a new color scheme. First outing for the new UOP Shadows will be at the Grand Prix in South Africa in March. Jarier and Pryce will remain as drivers. As you probably know by now Jarier sat on the pole at the Argentine Grand Prix, a first for Jarier and UOP. Note the flaired in mirrors and the air box, which extends beyond the driver's head over the cockpit area. The front suspension assemblies, which on the 1974 cars were in the air stream, are now housed inside the body shell to reduce air drag.

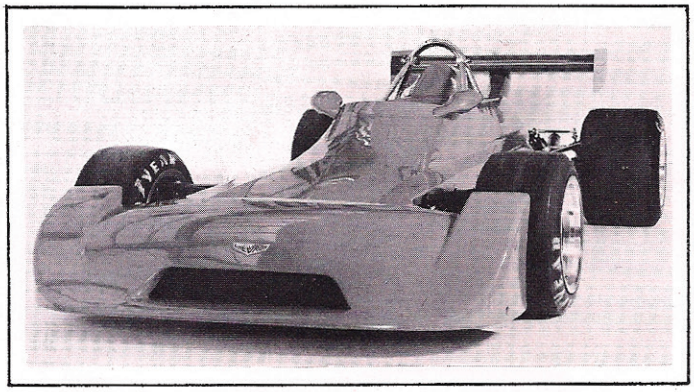


● **Dennis Firestone,** the Southern Pacific Division National Champion in Formula Ford is rumored to be in either a factory Lola or possibly a Crossle for 1975. Most of the California area competitiors were hoping Dennis would be moving on to another class. No such luck!

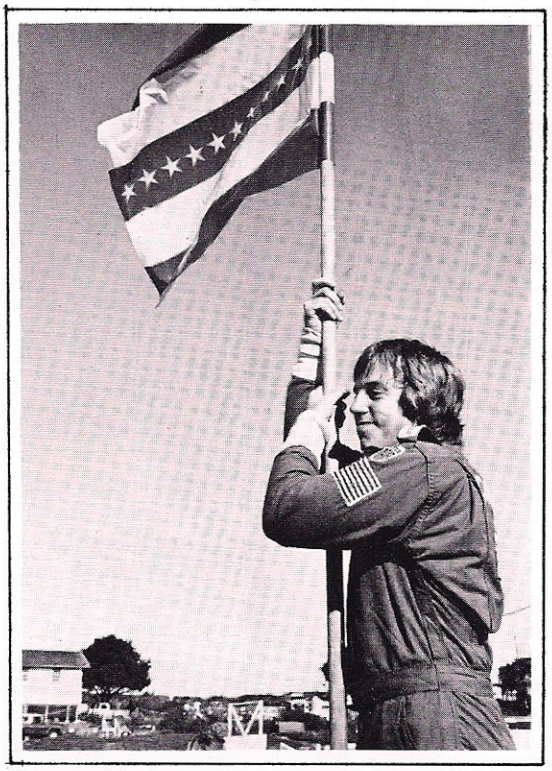
● **Harold MacDonald,** the 1974 National Champion in Formula Vee will run the entire VW Gold Cup Series with a new Royale prepared and maintained by Bill Scott Racing. Harold will also compete in Nationals with a Mazuro prepared Lynx Vee in hopes of qualifying for the run-offs.



PAUL PFANNER PHOTO



● **Chevron, the hot set-up for '75?** With numerous detail changes from their successful B27 the new B29 could well be the car to have for the Players Formula Atlantic Series this year. A very slippery three piece body is used, the bonus being the rear section which incorporates a central pylon which supports the wing, and, get this, the entire section pivots back to expose the engine bay for maintenance. New lighter and stronger front and rear uprights are incorporated and the rear magnesium undercarrier is double drilled to suit 25" or 23" tires. Front brakes use 10.312" ventilated discs with de-glazing grooves and Lockheed 4 pot calipers ala F1. The rears are mounted inboard and are solid, measuring 10" x .355" with Lockheed 2 pot calipers. We are informed that the cars delivered to North America will incorporate a high capacity F2 type front mounted radiator to compensate for the warmer temperatures. (The Formula Ford constructors should take lessons on cooling). Dimensions are as follows: Wheelbase-92", front and rear track - 54" and 58", overall length - 164" and weight - 1000 lbs. Check the nifty mirrors.



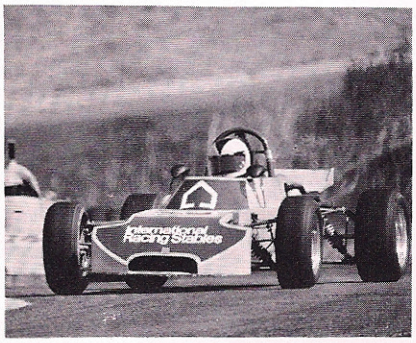
STEVEN MAYER PHOTO

Brett holds the pole.

● **Brett Lunger** may be back in an Eagle if Dan Gurney can find backing for a second works F-5000 car. There are also rumors that Brett is attempting to put together his own effort.

● **Tom Sauerbrei,** a west coast FF driver of some note will be in the ex Depailler March 742 Atlantic car sponsored by Consolidated Aeronautics Corp. and Rapid Cool. Tom will campaing the car at west coast Nationals and Canadian Players races in 1975. The program might possibly extend into a two or three year association.

ANTONI CORTES PHOTO



● **International Racing Stables,** importers of Dulon racing cars has announced their line of cars for 1975 will include FF, FF2000 and a new Formula Atlantic. Aerodynamic improvements on the FF body are the major changes for 1975. Dan Fennell informed us a F5000 driver of some note will be driving their Atlantic car with the possibility of a French "shoe" for the Three Rivers round of the Players Series.

The SCCA has announced their positive F5000 dates for 1975.

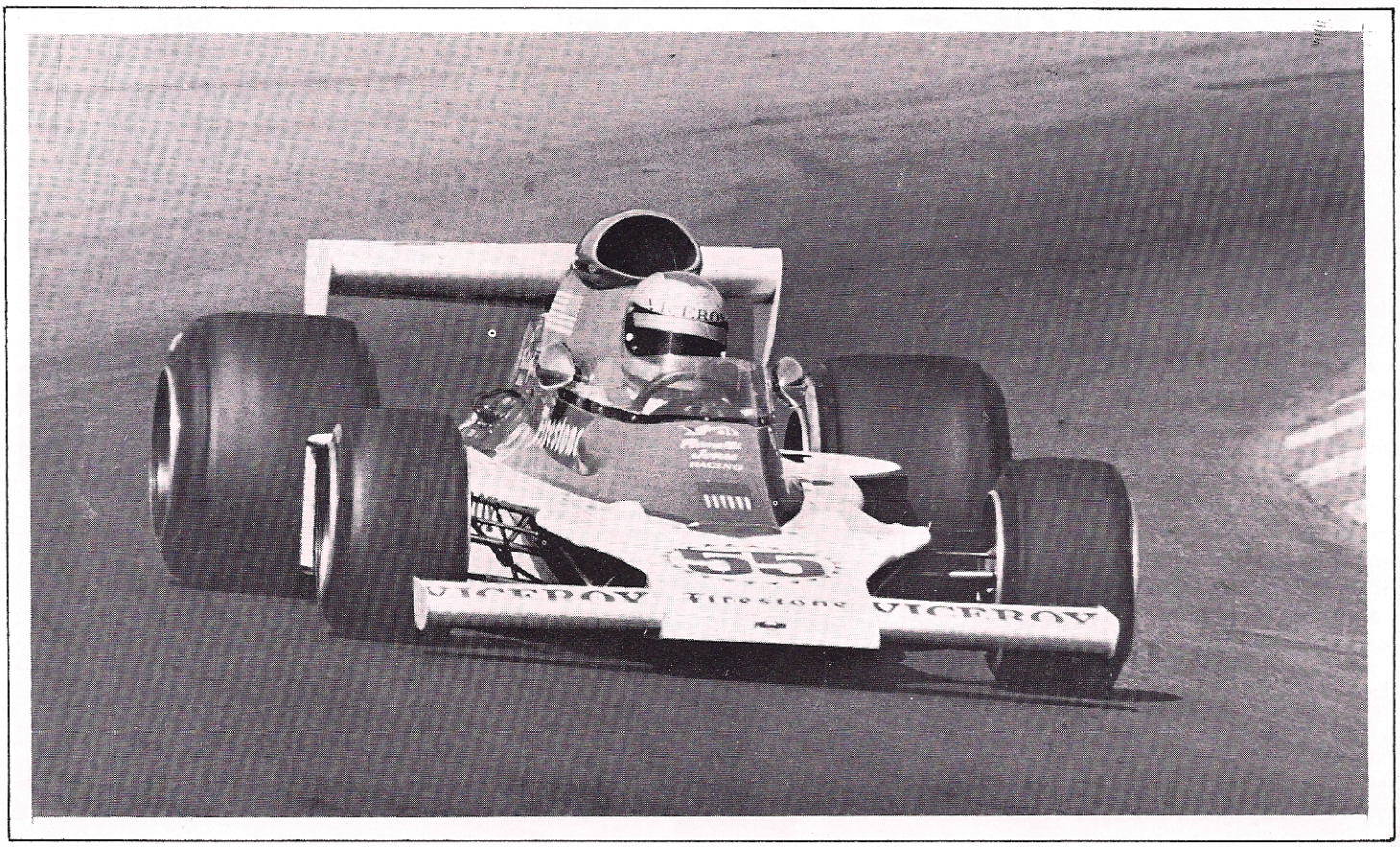
May 4 Pocono	Aug 31 Ontario
June 1 Mid Ohio	Sept 14 Edmonton
June 15 Mosport	Sept 28 Long Beach
July 13 Watkins Glen	Oct 12 Laguna Seca
July 27 Elkhart Lake	Oct 26 Riverside

In addition to the above we understand that two or possibly four more dates may be added. The likely prospects being Lime Rock, Road Atlanta and Donnybrooke.

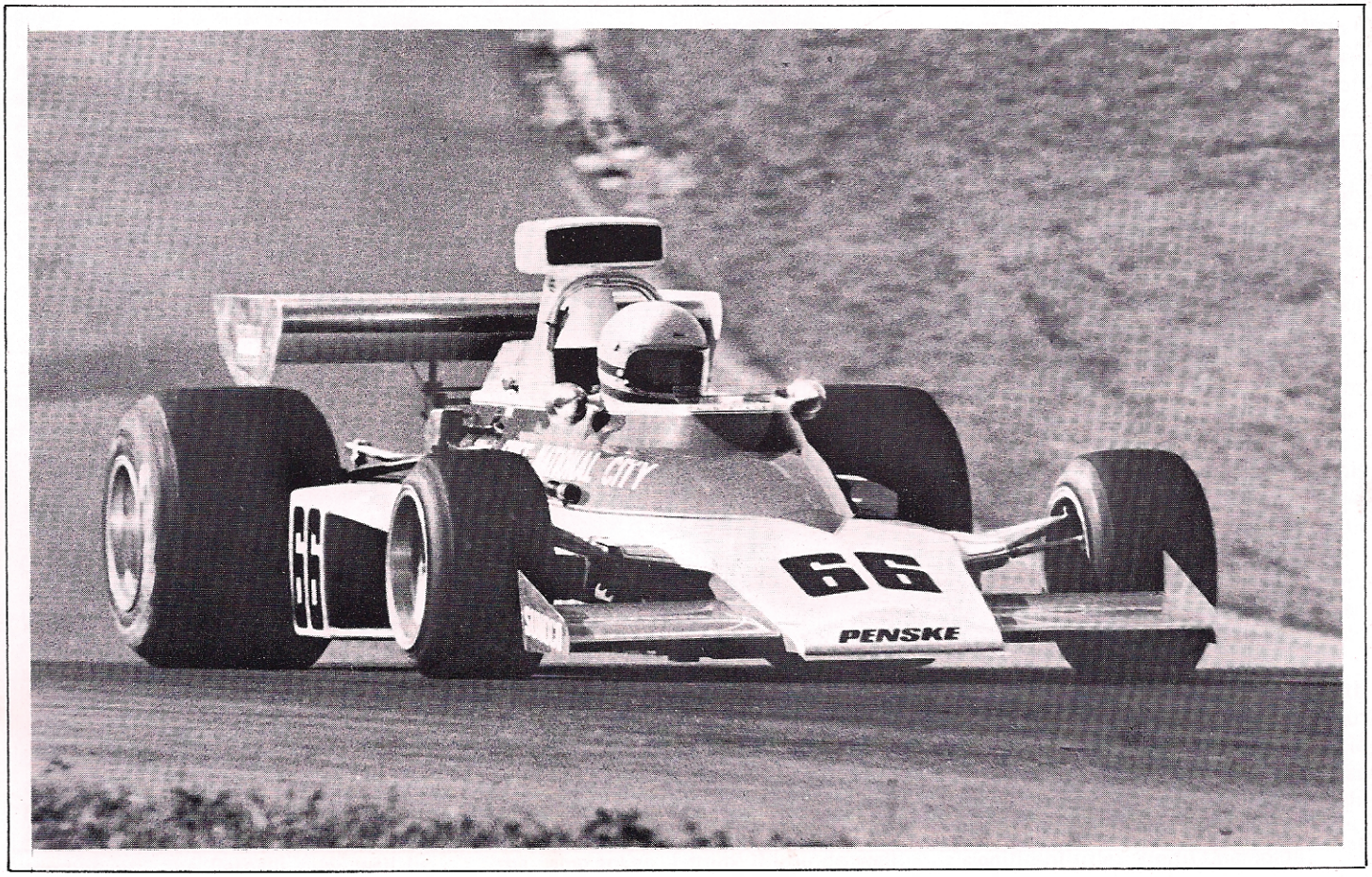
● **Cicada Enterprises** of Plymouth, Wisconsin is currently constructing a chassis for Indianapolis with a Ferrari engine. Plans are to build four chassis, two oval racers, one road racer and a back up. The Ferrari engines are being developed by Champion Spark Plugs and will be a modified version of the 512M long distance power plant.

● **Allied Polymer Group** in association with Ford of Europe will be backing a seventeen (17) race series for the new FF2000 formula, all dates are major international championship meetings.

The Americans Are Coming!



MARK YEAGER PHOTOS



Donohue ~ Penske

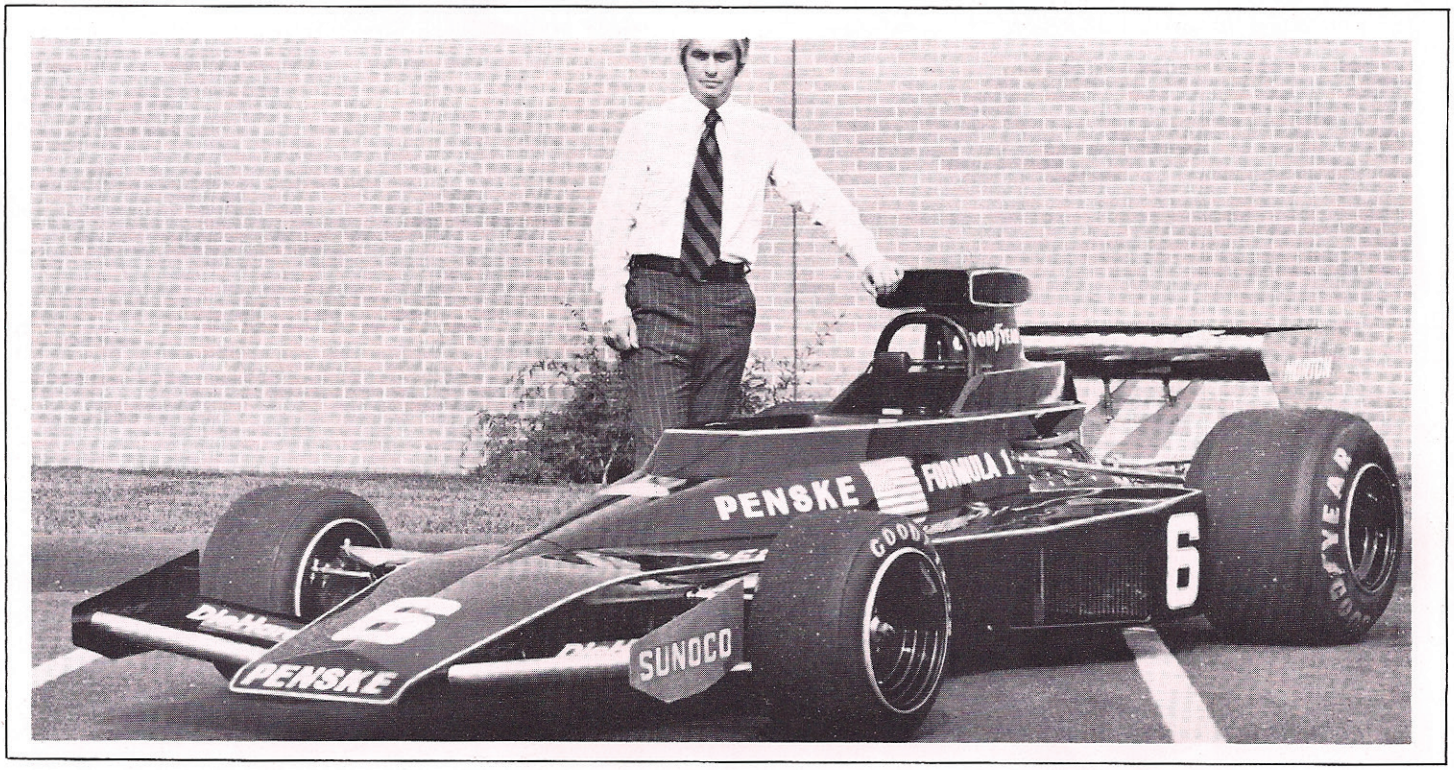
BY STEVEN MAYER

By far the most unconventional aspect of the First City Travelers Cheques Penske PC-1 is Mark Donohue. Coming out of retirement to specifically try his hand at Grand Prix competition, the multi-talented engineer-designer-driver has a most arduous road ahead. His numerous accomplishments are considered somewhat inconsequential by top-echelon standards: after all, each of the international stars have won their own versions of national titles.

The Penske design by Geoff Ferris, Don Cox, and Donohue is their first totally "from scratch" fabricated racing vehicle, an outgrowth of the vast international resources which the operation has amassed (in direct contrast to the Parnelli), the experienced, resourceful Penske and engineers have resorted to established standards for competing in Formula 1. This aspect is both the major attribute and liability of the PC-1.

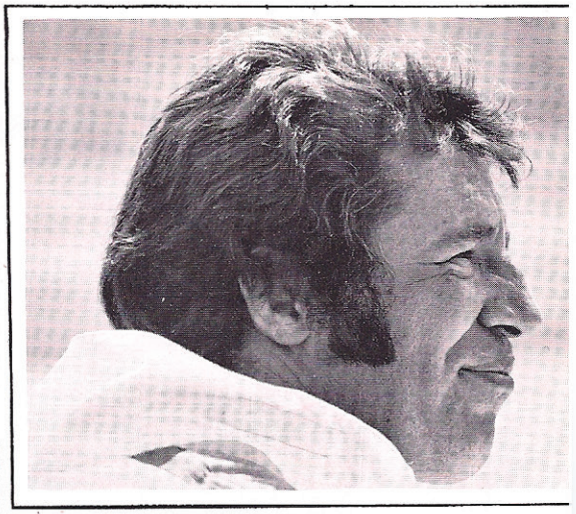
Certainly the Penske and Mark Donohue will not be tail-enders. But how far beyond mid-field the program will progress no one knows . . . ■











MICHAEL VANNATTER PHOTOS

Andretti ~ Parnelli

BY STEVEN MAYER

"Automobile racing has been very good to me, there's no question about it. I've spent my entire life doing this, and it's something I would do all over again, in every sense." With that, Mario Andretti was embarking into his new career in Formula One.

Prior to his Indy 500 victory he had several years of frustration at the brickyard; and he's had more of the same since. Although he's won three USAC championships he's also had two agonizing near misses. It took three grinding GP seasons to amass one win. His three F5000 wins in '74 came against a background of only one U.S. victory in the previous two years. It hasn't been an easy road.

Andretti is not executing this effort alone. The Vel's-Parnelli Jones team has hired capable specialists from the Grand Prix circus, such as Andrew Ferguson and Dick Schmmell from Lotus to handle administrative and managerial duties. Designer Maurice Phillipe was already within the coterie of the Vel's-Parnelli organization. Claimed to be an all-American car, most mechanics and technicians on the team are British to the extent that the machine is basically a British designed and constructed Grand Prix car built in America. In terms of components, the Parnelli may well be American, but all-American/apple pie, especially in spirit, it ain't.

The Formula One Parnelli is a work of art. The fabrication is impeccable. Each part fits perfectly with the next; no flaws exist in the workmanship. Phillipe and Co. have never done better.

As for Andretti, he'll be as refined and honed as his team is prepared. "We're really looking forward to it. I think it's timely in my career; if I'm going to do it, I'd better do it now — I'm not getting any younger. It's something I've wanted to do in earnest. I've wanted to give myself a good opportunity for a shot at the World Championship. I'd love to be able to pull it off. It would be the greatest thing that ever happened in my career. And I'm going to work very hard for that."

With the competitive nature of F1 today, would the Championship be the crowning glory? "It would have to be. It was my first love, no question about it. I wish I could have done it sooner in a sense, I think, it's still timely. I've got quite a few years left to go, and I think we can give a good run. I feel that good about it. It's extremely competitive today, and it's going to be no easy task. It might have been easier three, four, or five years ago. But by the same token, I think if you do well, you make it all worthwhile."

Mario is prepared, but the design of the car, in particular the suspension, is suspect. The purpose of Formula One is to win. "Novelty" in design is not forbidden, but is not especially encouraged these days. Whether the technological advancements or experimentation will hamper the program, only time will tell.

The advent of an Alfa powerplant in that experimentation stage is not likely, for as Andretti explains, "We were looking at that possibility. We do have enough "engine", but it's so terribly huge physically - the engine's so big, versus a Cosworth. Even weight-wise it's heavier. I don't know if it would be feasible, to be very honest. We'll see . . ." And that reflects, as well, the attitude of the operation as a whole. Try and improve, but discard that which doesn't contribute to optimum performance.

The effort is not inexpensive. From the start of the program earlier this year until late August, just before the first test runs, $1.4 million had been expended. Even an ordinary expenditure like the monthly payroll is overwhelming. Some annual racing budgets are $40,000, but that only equals the monthly labor payout for the Vel's-Parnelli crew. Somewhere in the vicinity of 40% had been Firestone's contribution, and at this point in time, despite their vastly escalated withdrawl from racing, their multi-year commitment to Meletich, Jones, and Andretti will apparently be honored. For Andretti, in particular, this had far-reaching importance, for he is looking for an edge in tire development.

Despite his uneven career, Andretti hasn't lost his fans. A recent survey put him number one among race drivers in terms of recognition by the American public. He'll have no lack of well-wishers as he tries for the toughest and most significant title: World Champion. ■

Parnelli

TECHNICAL SPECIFICATIONS -

ELECTRICAL SYSTEM

12 volt Varley Battery. Lucas 35M starter motor. Lucas Opus Ignition. Lucas Alternator.

CHASSIS

Aluminum alloy fabricated monocoque hull with chrome molybenum alloy steel reinforcing frames and strong points. Engine/transmission unit (SAE 6061 & SAE 2024) Cantilevered from rear of hull at 4 bolt locations

DEFORMABLE STRUCTURE

Material - Horizontal Surfaces honeycomb vertical surfaces plastic foam built into monocoque.

BODY PANELS

Glass Cloth reinforced plastic nose cone, body cowl, engine air box & radiator ducts. By Vel's - Parnelli Jones racing.

WINGS

Aluminum alloy high camber slotted flap wings front and rear. Tapered plan form rear wing. Rear wing mounted on single plyon.

FIRE EXTINGUISHER & EMERGENCY SYSTEMS

5 kg (11 lb) B.C. I. Extinguishment. Graviner unit with internal or external manual operation, or automotic operation by heat sensor. 60 second emergency air driver support system by Graviner.

MAJOR DIMENSIONS

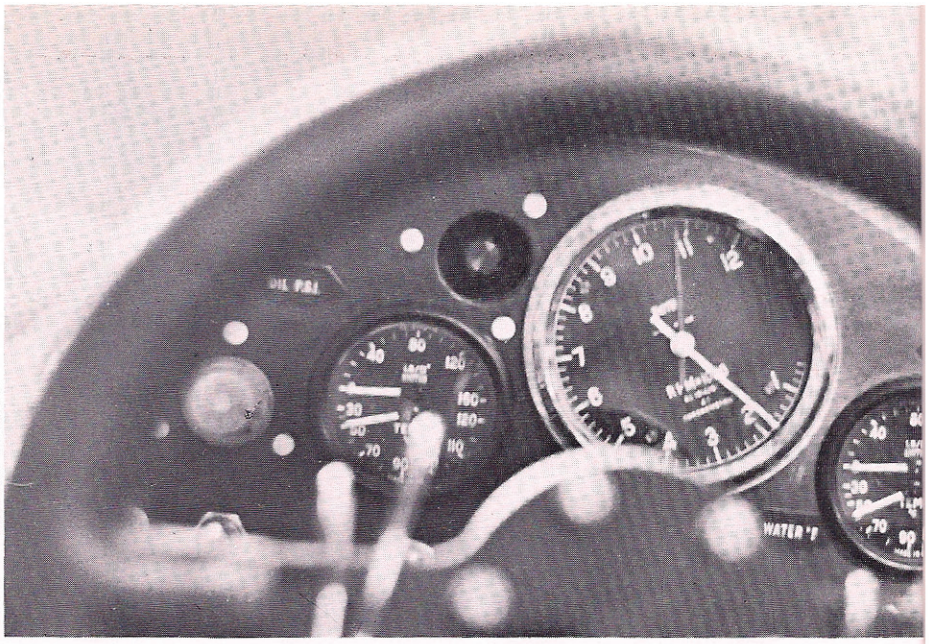
Wheelbase . . .	100"
Track Front . . .	59"
Track Rear . . .	61"
Height over air box . .	36"
Overall Length . .	174"
Overall Width . .	80"
Weight with oil and water less fuel . .	1300 lbs.
Weight over limit .	50 lbs.

ENGINE

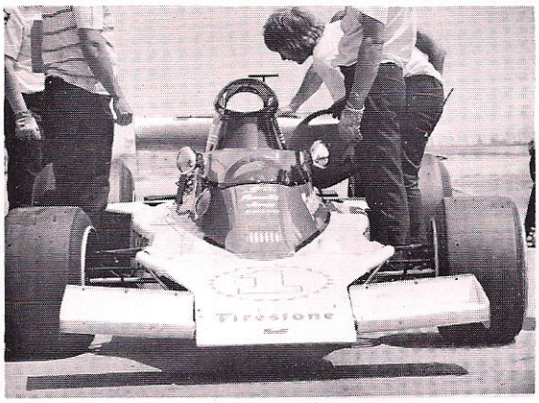
3 - litre Cosworth DFV
465 B.H.P. @ 10,5000 r.p.m. on 100 Octane Gasoline
(Bore: 85.6 m.m., Stroke: 64.8 m.m.)

TRANSMISSION

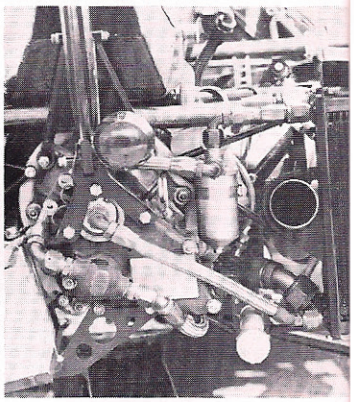
Hewland 5-speed & reverse type FGA, spiral bevel ring & pinon



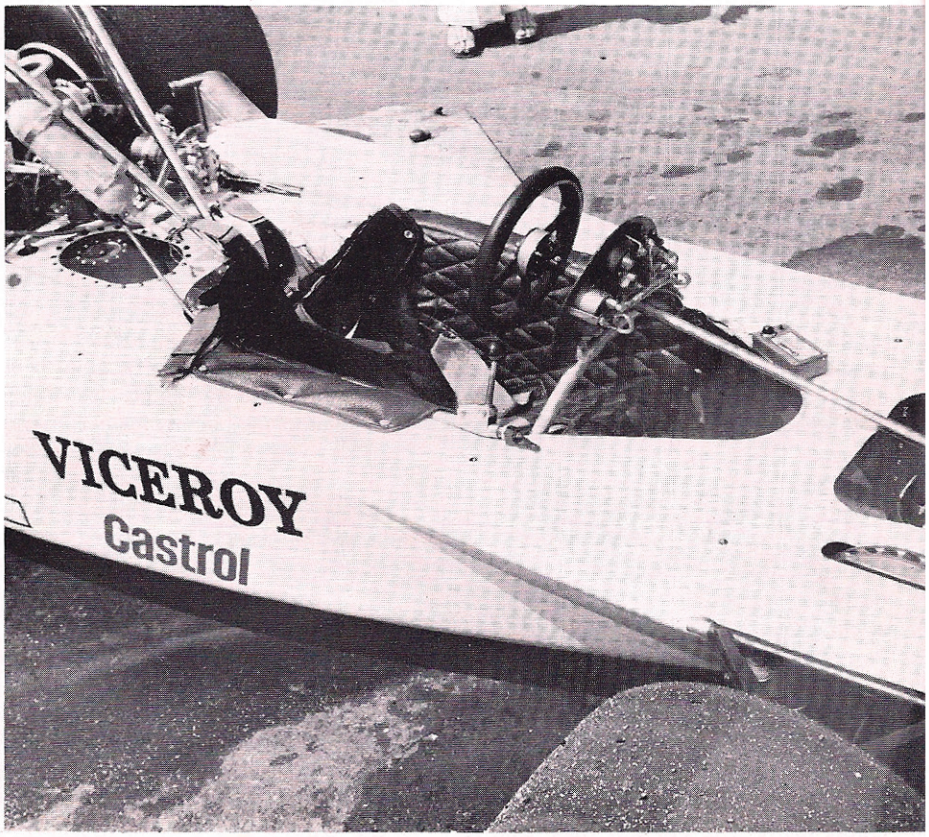
STEVEN MAYER PHOTO



MIKE VANNATTER PHOTO

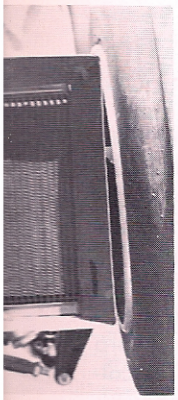


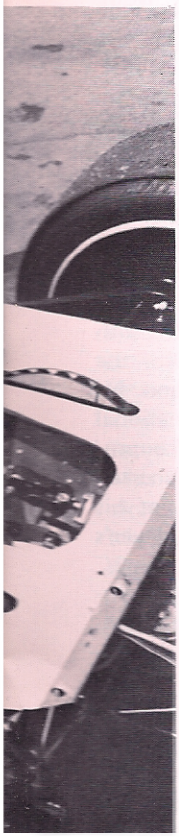
STEVEN MAYER PHOTO

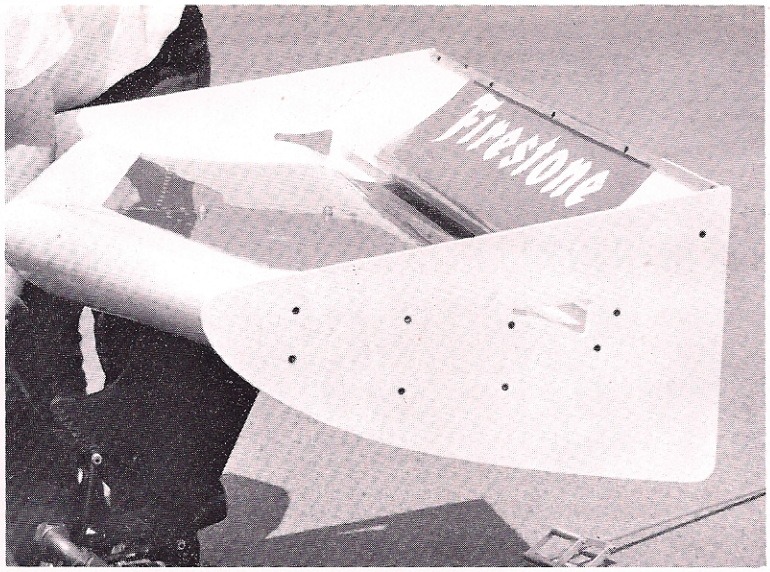


STEVEN MAYER PHOTO

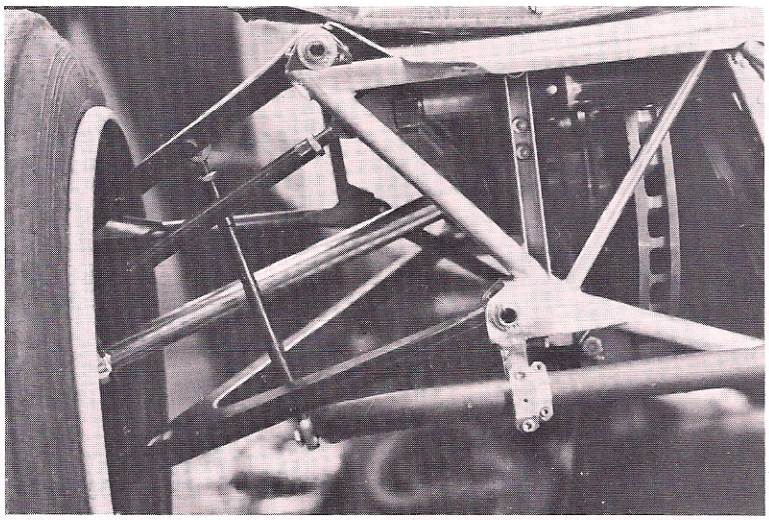




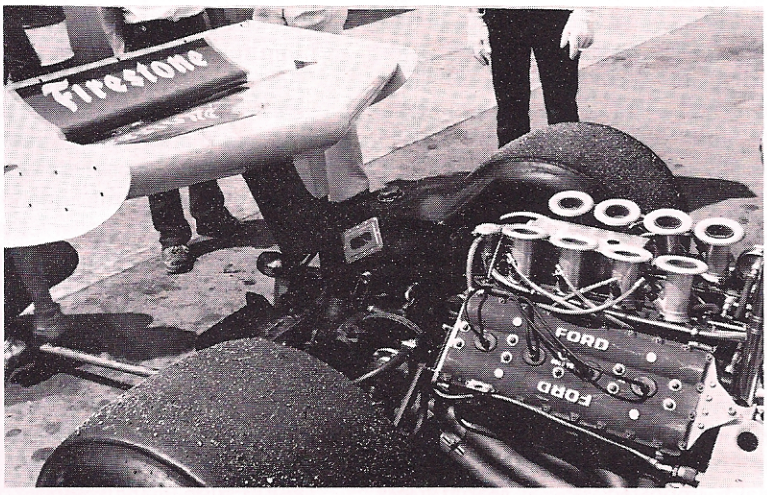




MICHAEL VANNATTER PHOTO



STEVEN MAYER PHOTO



STEVEN MAYER PHOTO

(TOP LEFT) Smiths Instruments are used, (note telltale) (TOP RIGHT) Phillipe's unusual rear wing. (MIDDLE LEFT) The Parnelli is definately very JPS-Lotus in appearance. (MIDDLE CENTER) The oil and trans coolers are tucked in alongside the gearbox. (MIDDLE RIGHT) Front suspension detail. (BOTTOM LEFT) Workmanship is impressive, as shown in this shot of the tub. (BOTTOM RIGHT) The wing is supported by a single strut, and the oil tank rest above the gearbox.

CLUTCH

Automotive Products 7¼" twin sintered plate with diaphram spring, hydraulic release

BRAKES

Automotive Products 10½" x 1.10" front discs, 10½" x .81" rear ventilated rotors.
Mounted inboard front & rear (Lockheed)

SHOCKS

Koni N.V. Light Alloy adjustable bump & rebound settings

STEERING

Vel's-Parnelli Jones Spiral Bevel Pinion & rebound settings

FRONT SUSPENSION

Double link unequal length variable spring rate adjustable over wide range, springing medium combined with tubular & solid torsion bar. Tubular Anti-Roll bar.

REAR SUSPENSION

Double link unequal length parallel twin upper links. Single lower link. Twin radius arms. Springing medium combined tubular & solid torsion bar. Variable spring rate adjustable over wide range. Tubular anti-roll bar.

WHEELS

Melmag 13" Diameter 10", 11" & 12" wide fronts
Melmag 13" Diameter 17", 18" & 19" wide rears

TIRES

20" Diameter Firestone racing front
27" Diameter Firestone racing rear

DRIVESHAFTS & UNIVERSAL JOINTS

Vel's-Parnelli Jones Maraging steel shafts which like all the major structural parts on the car are from "vasco max" material. G.K.N. constant velocity universal joints.

FUEL CELLS

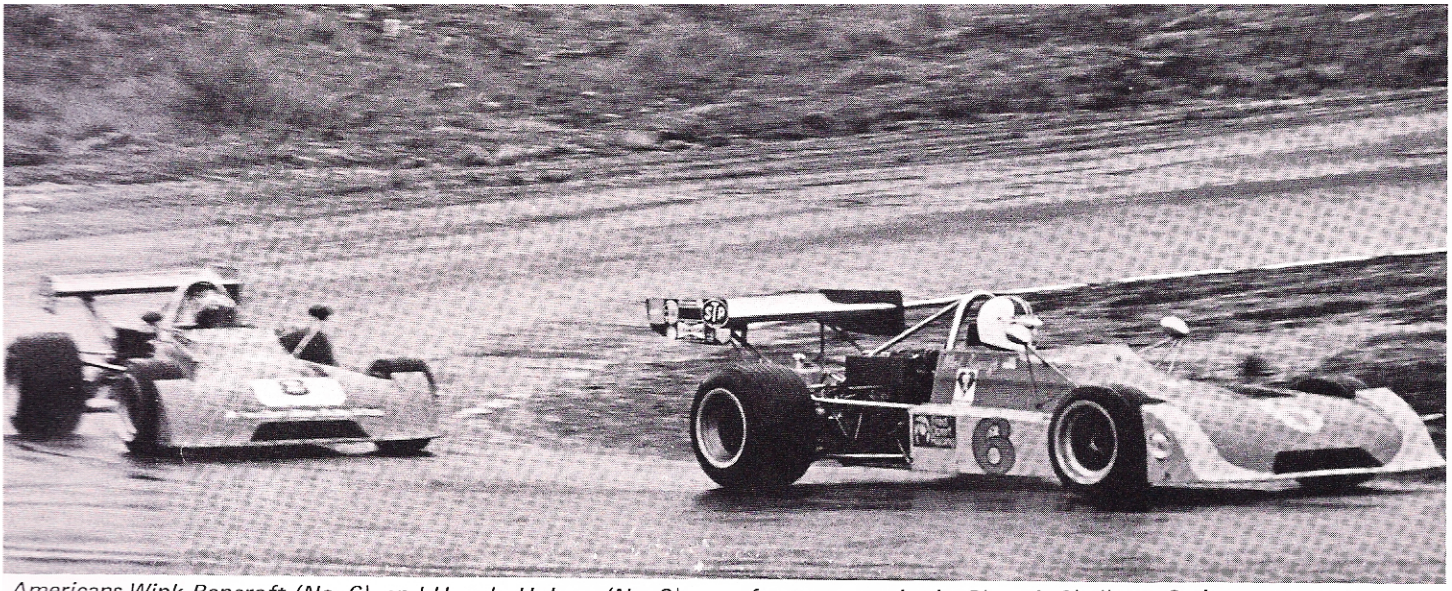
3 cell: 2 side, 1 seat Firestone race-safe rubberised fabric fuel cells developed in conjunction with Vel's-Parnelli Jones to full crashworthy standards. All cell connections as designed and manufactured by Vel's Parnelli Jones.

RADIATORS (Side Mounted)

Water Radiators: Liberty radiator cores, Vel's-PJ tanks. Avimo water system couplings. Oil Radiators: Serck SMS aluminum alloy, copper fin and tube.

INSTRUMENTS

Smith's Tachometer (Chronometric), Smith's Water Temp., fuel pressure Oil temp., oil pressure gauges



Americans Wink Bancroft (No. 6), and Howdy Holmes (No. 8) were front runners in the Player's Challenge Series.

Go North Young Man!

BY STEVEN MAYER

For Americans, the Player's/Challenge series is the best open wheel racing possible in North America. Nowhere can they be in the spotlight in front of a more appreciative audience. Drivers like Gerard Raney and Tony Settember, who struggle for recognition in F5000 in this country, could actually become sports television stars in the Canadian series. Acknowledged, well known talents like Redman and Hobbs could become all but national heros, as Eppie Wietzes is demonstrating.

The Canadian public is serious about their racing. The televised version of the events on their Wide World of Sports reaches over 800,000 people consistently, by far the largest continual sports viewing audience in Canada. And remember, Canada is a nation of only 22 million. A proportional viewing audience in the U.S. would be 8 million viewers.

Wherever the drivers or crew go, they are treated with overwhelming warmth and hospitality, like visiting dignitaries. At one race in Newfoundland, the Mayor of the town personally accorded each crew and team her thanks for coming to the event. The atmosphere which prevails in the Players is that of friendly amateur competition, like SCCA racing ten years ago. Every other weekend from June on is a holiday which coincides with a Player's Challenge event.

Many Americans ventured North to find "real racing", as Chip Mead describes. Wink Bancroft, Tom Klauser, Bob Brown, James King, Chip Mead, David Loring, Richard Paul, and Alan Lader competed in the series at one time or another, all among the top leaders. Bancroft, Brown, and Klauser were all at one time involved in the points chase which Canadian Bill Brack won. Klauser nearly captured the gold at the end of the rainbow. His performance in particular was all the more remarkable for bypassing the first two events, awaiting delivery of his Traylor Engineering Lola T360; he won two of the remaining five and finished third in two others.

The machines which were utilized for the Challenge series were all of the latest design. Chevrons were the most numerous with the Opert and Shierson teams running B27s for Bertil Roos, Wink Bancroft, James King, and Chip Mead. Due to Fred Opert's desire to win the championship with a Chevron, both Bobby Brown and Bill Brack were included in the equipe for selected events. Joe Grimaldi imported several March 74Bs with Bobby Brown, Bruce Jenson, Gilles Villeneuve, and Gary Maywood being the best known customers. New Lolas of course, were for Klauser and teammate Bill O'Conner. Bill Brack, the 1973 champion, thought so highly of his winning Lotus that he commissioned a near-duplicate to be built by his mechanic Doug Crostly. Others, such as Craig Hill, ran older machines they made competitive by installing BDA motors.

The major attribute of the series is the amount of prize money combined with the friendly spirit and atmosphere which the Player's series exudes. If a team consistently finishes in the top five through the season, a relatively good chance exists to meet race to race expenses. Howdy Holmes, the Stebro rookie of the year, ran two races collecting $3,500 for his second and fourth place finishes. Tom Klauser who won twice and finished third twice in five starts, earned $12,345. The big payoff, of course, is for the series championship for which Bill Brack won $24,615. For next year hopes are high that Players will increase the purses substantially, making the series even more attractive.

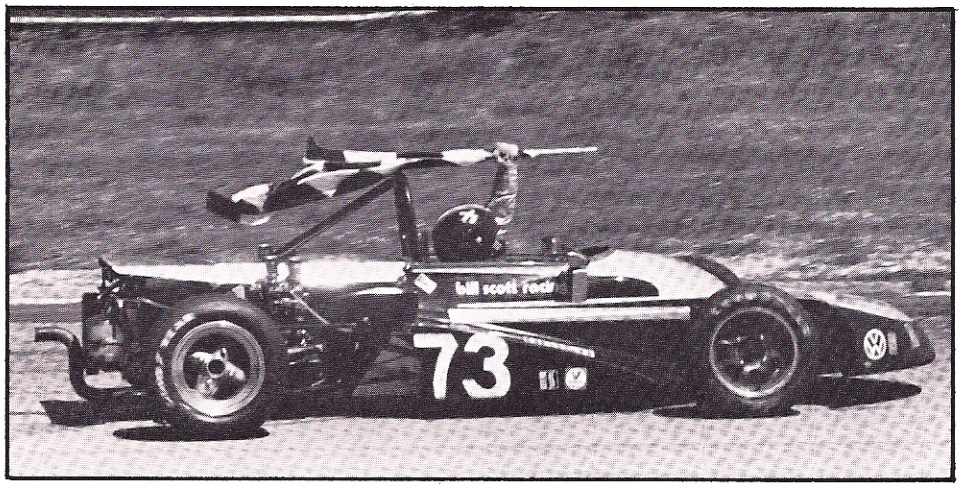
The racing as a whole was exceptional with every race offering the spectator full value for his dollar. Every race was competitive throughout the field, with much action and excitement. For the first five races Bertil Roos and his "Rooster" antics attracted international attention. Making a number of imprudent judgements, his driving incurred the anger of his competitors, yet his reputation earned both him and Player's world-wide recognition.

Such publicity increased the awareness of the Player's Challenge to an unprecedented extent. With Player's continued involvement, likely on a long term basis, the Canadian series will be a prime venue for Americans to demonstrate their talents. For the young American driver, Canada is now the place to go. ■

Elkhart Gold Cup

Freddie Scores *A* Big One

TEXT AND PHOTOS BY STEVEN MAYER



"Freddie scores a Big One"

Poor Harry. In his last season of full competition, Harry Ingle has not as yet enjoyed the success of victory. Holding the pole three times, and finishing second three times, a win is but a checkered flag away. Paired with successful formula car builder Ed Zink, they have often proved to be the formidable combination in any given race, but victory has been elusive. The Super Vee event at Elkhart Lake was no exception. Southern Gentleman Harry had captured the pole, and was leading the event until blackflagged two laps from the end, a likely first place gone again. Perhaps all the more remarkable was his position in front of the four car train which threatened his every move. Fred Phillips emerged from the group to take the win in a stirring dice from Richard Melville. His first win in two years.

ENTRY

The entry list revealed a number of changes from the race a week previous at Charlotte. Not in attendance was the Opert team of Jaktlund and Gleason, apparently opting for more preparation time for Lime Rock, as did John DeSeyn, Dominick Billera, and Reeves Calloway. Series runner Alan Turner returned in the repaired Lola T320, but with the tub being replaced with a T322 monocoque, the machine now dubbed the Bunce Lola T324. Also making the West Coast trek was the ever-incredible Tom Evans in a LeGrand. A change between teams occured with the Viceroy Special of Benny Scott running under the Zeitler banner, instead of the Heppenstall. From the Midwest came the contingent of the Prototype Engineering Lola T320 of Ed Wachs, the Orion Racing Lola T320 of Fred Markoff, the Lynx D of John Clark Mills, the Hobart McIntoch Paper Co. Lola T322 of Bob Danielson, the Lola T322 of David Kennan, the University of Cincinnati Zeitler of Chuck Smith, the Lola T250 of Warren West, and the Great Plains Motor Racing Lola T254 of Tom (T.J.) Juckette.

There were some changes up front as well. Elliot Forbes-Robinson remained in the Charlotte-winning Lola T320 of Bill Robinson; the engine of his usual Lynn was not yet replaced. Howdy Holmes returned in the Sun Racing Lola T252 for Elkhart after winning rookie of the year honors in the Player's Challenge series the previous week at Halifax. The sensation, though, for the other top competitors was the arrival of European Super Vee champion Freddy Kottulinsky, in a new, special Lola for Haas Racing. Built in the shop of Haas Automotive by Ove Olson, this Lola T322 features a sports car nose and pannier-side bodywork. Possibly the prototype for next year's model and similiar to Kottulinsky's European race-winning machine, the car was also equipped with a Bertil engine, who is supposed to arrive soon in the U.S. to build motors for Carl Haas.

The remainder of the entry contained the usual bunch. Starting nowhere in particular, this group contains Tom Bagley (Royale RP-9), Bob Lazier (Page Racing/Bunce Racing Lola T322), Vic Pottinger (Banshee Lola T252), John Kalagian (Lynx D), Harry Ingle (Zink Z11), Bill Alsup (Full Bore Zeitler Tui BH3), Bill Neuhoff (Bill Scott Racing School Royale RP18A), Al Holbert (Heppenstall Royale RP18A), Joe Colantonio (The Getzen Guitar Co. Lola T252), Peter Moody (Import Restoration/Drawn Metal Tube Tui BH4), Fred Phillips (Bill Scott Racing School/Pacific Formula Elden Mk14), Rick Bell (Bell Racing Royale RP18/Scott), Ken Cobb (Young Fox Valley Racers Lola T252), Peter Moodie (Bill Scott Racing School Royale RP18A), and Richard Melville (Bill Scott Racing School Royale RP18A).

PRACTICE & QUALIFYING

After the usual rambling and ambling, practice followed its usual course. Of primary concern was a carburetion problem which afflicted the Zink of Ingle, the Page/Bunce Lola of "Easy Money" Lazier, the Royale of Bagley, and the Prototype Lola of Wachs. Apparently as in Charlotte, improper float adjustments, which influenced the gas flow were the culprits.

Others lacked power for other reasons. Bill Alsup had a bad fuel pump. Alan Turner's handling wasn't sorted about, and Walter Wilkins was puzzingly dismayed over the performance of his ill-handling Royale. John Kalagian's Lynx missed at 6200 rpm. Peter Moody scraped the Armco in his Tui, creating a number of bent suspension members, while Al Holbert's engine threw a rod when he was sent out with a broken tach. The Scott people were doing well right-out, with a tremendous uniformity in the power curve, with only a slight variance at the top end. Of the Scott/Milner engines, Fred Phillips in the aerodynamic Elden Mk. 14 was quickest at 134.22 mph in the speed traps. Closely following in speed, and surprisingly, was Rick Bell, at 133.33, then Richard Melville (132.10), Bill Neuhoff (131.75), and Peter Moodie (131.23). Only Harry Ingle was able to compete in real terms against the Scott contingent, with consistant speeds between 132 - 134 mph, while Kottulinsky with the Bertil was at 131.2 mph. These figures are slightly misleading, for some machines were timed in the draft, while others were caught beside another, or worse yet, alone.

Some teams continued to have problems. One of the unfortunate was Gold Cup points leader Elliott Forbes-Robinson who had a capricious little gremlin in the engine, causing a major misfire cutting out at the higher revs. Tom Bagley struggled with his baulky engine, while Bob Lazier, beset with his carb trouble, forwent the last session, late Saturday, standing on his morning session time. Ed Zink, however, successfully cured the carburation incapatability in Harry Ingle's machine.

Richard Melville and Fred Phillips, as in the last race, were among the leaders, both consistantly quick. In the sole Friday session, the most rapid Richard had scored an excellent 2:25.3, almost a full second ahead of Lazier with his 26.2. But Ingle had his act together for his single afternoon session and pipped Melville for the pole with a 25.2. Teammate Howdy Holmes, after changing an engine, impressed all with a 25.7 in his old Lola 252. Freddie Phillips improved his time by seven-tenths to 25.5, right behind Melville, whose motor slowed him down. Freddy Kottulinsky drastically improved his time to come within six hundredths over Lazier. The gaggle of 27's filled the top ten and then some, with Peter Moodie (27.0), Rick Bell (27.3), Tom Bagley (27.3), Bill Neuhoff (27.4), and Elliott Forbes-Robinson (27.5) falling into line. The winners of qualifying were Bill Scott, who built five of the top ten motors, and Ed Zink, whose drivers qualified 1st and 4th.

The fastest of the Midwest gang was Markoff, who had oil leaks all weekend. He wound up 13th on the grid with a 28.8: Ed Wachs followed in 17th with a 29.2. Al Holbert was just ahead of Wachs in 16th.

Come Sunday, the engine in the Jamician's Royale had been changed to the "super-tweaker," giving super power in the warmup. Fred Phillips came down with a flat tire, one of several that Sunday. One of the unhappiest, of the punctured, had to be Howdy Holmes, for with such a high qualifying position and his honed talents from the previous weekend at Halifax, a high finishing position was imminent.

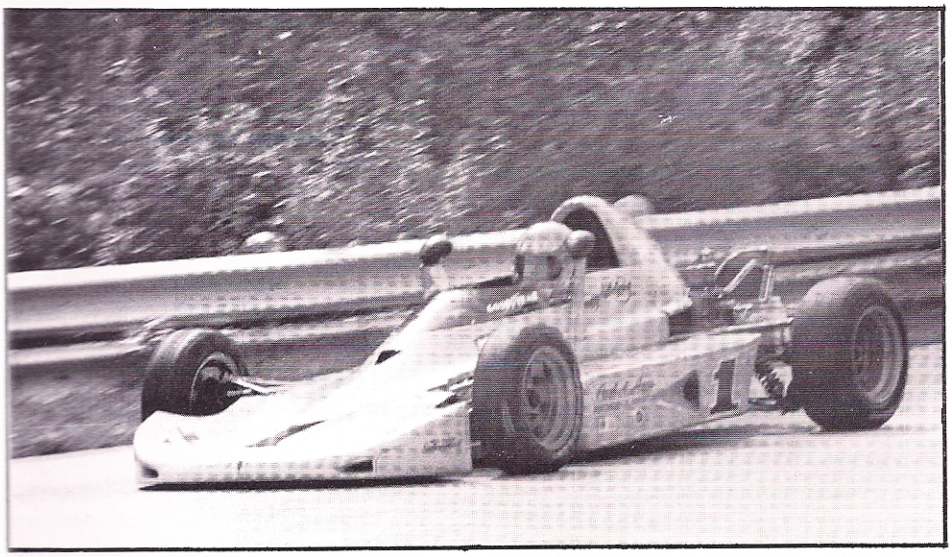
RACE

The start, like the weekend itself, was clean and quick. Ingle's black car surged into the lead followed by Phillips, Lazier, Melville, and Kottulinsky. They quickly pulled out a second ahead of Neuhoff, Moodie, and Wilkins. Thereafter came Bell, Holbert, Turner, Scott, Moody, Wachs, Markoff, Forbes-Robinson, Danielson, Evans, Cobb, Kalagian, Alsup, Colantonio, Kennan, Mills, Pottinger, and Juckette. Cobb had a tire go off on the grid, while poor Chuck Smith and his University of Cincinnati team had the shift linkage go away making them non-starters. Forbes-Robinson retired on the first lap with his carburation and/or fuel pump and/or ignition problems. Rick Bell barely lasted a lap when the clutch went; Al Holbert wasn't as lucky, he slowed to a stop in Canada Corner with a broken engine. John Clark Mills called upon his crew to change jets at the same time as Joe Colantonio came to the pits to change a valve cover leaking oil. Peter Moody, who had come from 18th to 12th in three laps, retired on the fourth with an oil leak. . . ("Maybe next weekend, at Lime Rock, will be better."). The battle at the front continued, only Freddy Phillips having the capacity to draft past the Zink, and that only on the fourth and fifth laps, before Harry put Freddie back into second place. . . Melville drafted past Lazier into third, as Kottulinsky watched in fifth, with his "strange" engine. In this case, a cracked head had been replaced with a head which didn't have clearance, with the result being the pistons touching the heads. Being down on power, he could keep up in the slipstream, but would fall behind alone. His margin was big enough not to have to worry about the Moodie-Neuhoff team or the Royale of Wilkins. The next group was three seconds behind. It looked as if Bell's blown clutch caused him to slow down and hold up the trio which consisted of Ed Wachs, Alan Turner, and Tom Bagley. Benny Scott, Fred Markoff, Bob Danielson, and Bill Alsup were running individually, coming through the field with Ken Cobb and David Kennan. The remainder of the pack was already 15 seconds behind by the fifth lap.

Most of the position changes which which occured in the next laps were the result of drafting, exceptions being Bill Alsup and Ken Cobb, who gained appreciably from their original starting positions. Walter Wilkins, still in the ill-handling Royale, spun in turn eight on lap seven. He rejoined the race in the middle of a four car battle for eighth. Up front the five cars ran in a train, Ingle ahead by perhaps a second with an oil leak splattering on Freddie Phillips visor. Bob Lazier, as if to practice for the finish line dash, went back and forth from fifth to second and points in between apparently at will. By far his finest drive of the season. . .

Peter Moodie, two seconds behind the lead group, pulled away from Bill Neuhoff, and by lap ten held a definite advantage, Neuhoff in turn led the foursome of Wachs, Wilkins, Turner, and Bagley; they were followed by Fred Markoff, the Viceroy Special of Benny Scott, Bill Alsup, Ken Cobb, Bob Danielson, and Tom Evans. The track was exceedingly slippery and caused numerous spins. Tom Bagley spun in the last turn, as did Walter Wilkins. Further back, John Clark Mills stopped on the circuit when his rear sway bar broke.

The dam was about to break. The first wave was Harry Ingle's leading car, which began to puke a steadily increasing plume of oil smoke, throughly coating Kottulinsky, Melville, Phillips, and Lazier. The fight was in earnest now, the leaders changing positions all around



European S/V Champ Freddy Kottulinsky in the Carl Haas Lola.

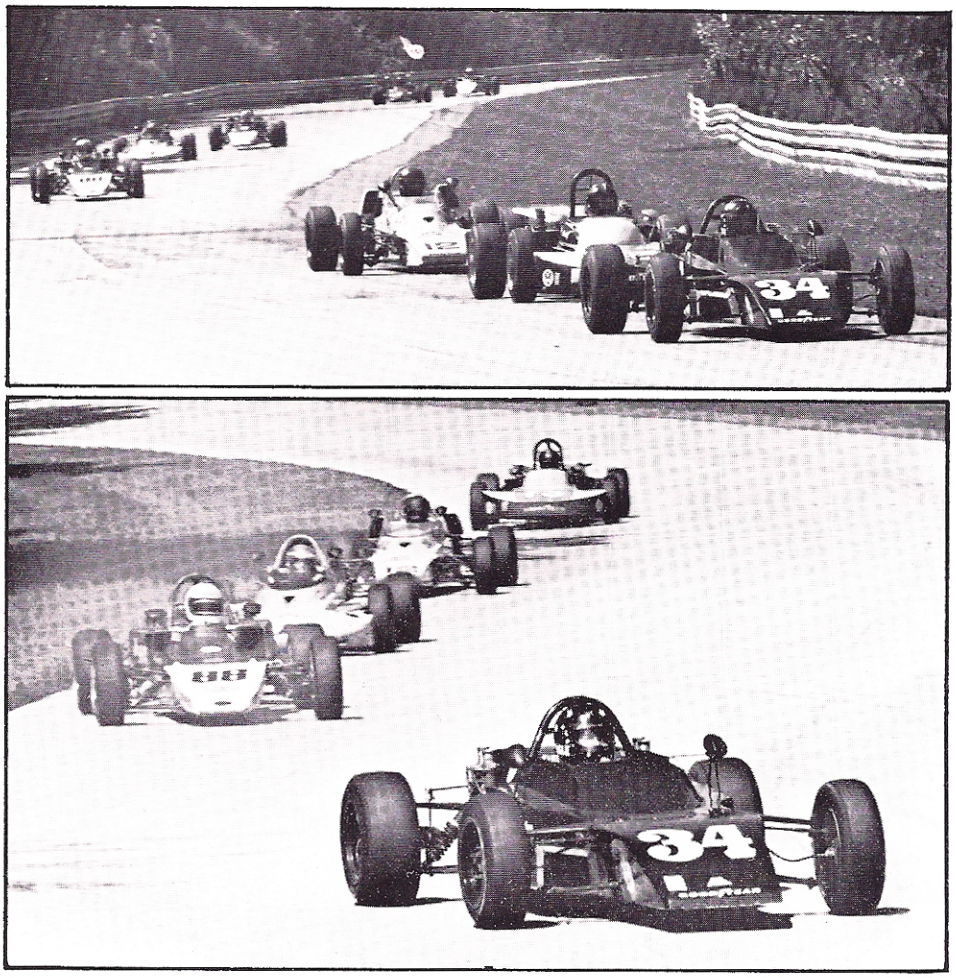
the track. Moodie was sixth, followed by Neuhoff running with a slow puncture in the right rear, Wachs with no exhaust header and keeping up on sheer skill, Turner, whose motor was off, Bagley with his carburation trouble, Wilkins struggling, Markoff with unreliable power, Scott deflating a tire while in the midst of a battle with Alsup, followed by Cobb without 1st or 2nd gears; Evans was trundling around on his 6" rims. Colantonio was trying to make up for lost time and Kalagian, Kennan, and Juckette were out of the hunt. The stage was now set for the incidents of the 13th lap.

As Harry Ingle rolled silent, smoking into the pits, Bob Lazier broke a lifter, putting his engine onto three cylinders. He was quickly overtaken by Peter Moodie. As Ed Zink and Les Parker were discovering a valve cover gasket just slightly too tight, the accident between Peter Moodie and Bob Lazier was occuring. Canada Corner, corner twelve, became increasingly slippery in the course of the race, and when Peter Moodie touched the apex, the back end slipped out, and precipitated a spin. Bob Lazier arrived on the scene and found a sideways car immediately in his path. "Had I had full power, I could have probably gotten by, " Lazier said later but "Easy Money" lacked complete manuverability due to his motor problems and inserted his left front into Moodie's right front, the monocoque giving way completely, breaking his right ankle, putting him out of action.

Without Lazier's tow, Kottulinsky dropped two seconds behind, leaving the two well matched cars of Richard Melville and Fred Phillips to fight for the lead. During 1974 races for the lead had occasionally occured between two or three competitors at the beginning, or the end of a Gold Cup event. But not until Elkhart had there been an initial multi-car battle, narrowning down with letting up to two survivors hammering at each other nose to tail, wheel to wheel, until the last turn of the race.

FINISH

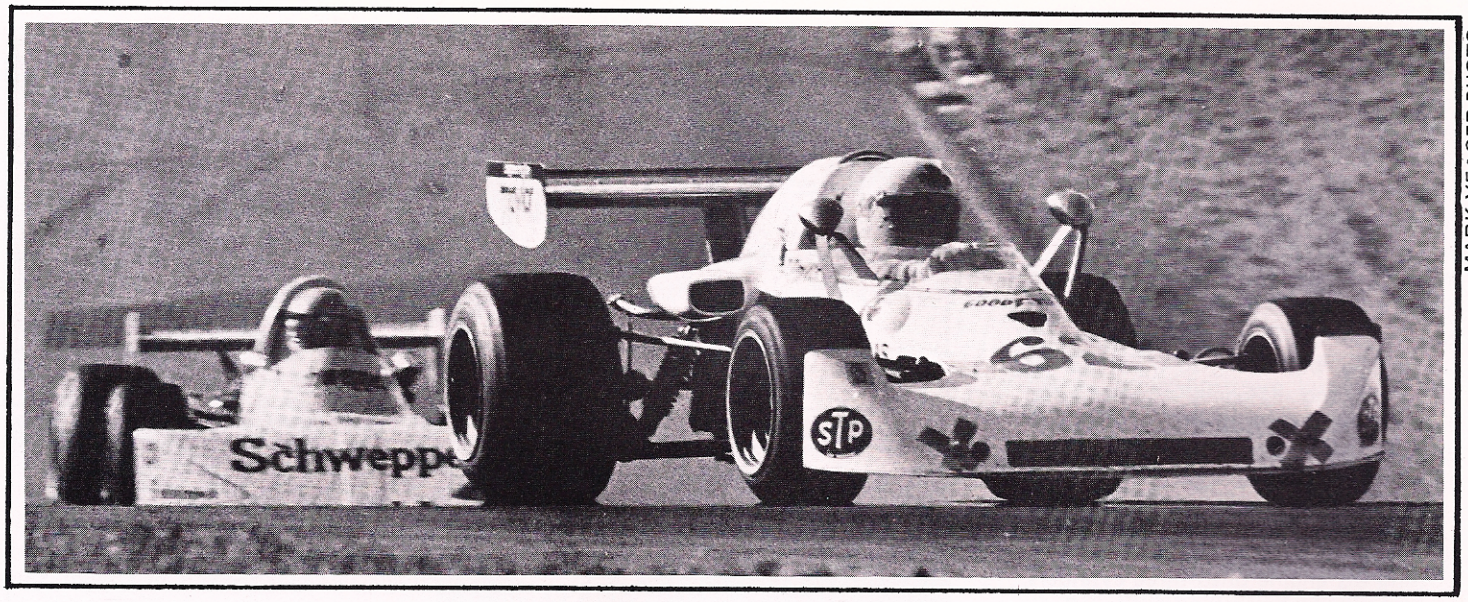
Phillips in the Bill Scott Racing School Elden Mk. 14 was relentless in his pursuit. If he won, it would be his first win in a long time. Richard Melville, on the other hand, had come close in the last two races, scoring two consecutive runner-up spots. Now he was shaving seconds off the best qualifying times. Bob Lazier had recorded a new race lap record of 2:23.9 on lap 10, more than two seconds quicker than fast qualifier Ingle; Melville and Phillips weren't far behind that mark. With his considerable drafting experience, gained mostly at Daytona, Freddie had a hefty advantage. Never-the-less Melville scratched by and held his lead until the end of the last lap. Everything went fine for Richard until on the next to the last corner, a back-marker got in the way and he suddenly slid off line. Phillips, jammed up under his hearbox, stuck the Elden nose halfway beside the Royale. Coming into the last turn, a fast 90° right-hander, Freddie made his move, his last chance to win. He dove for the hole and forced Melville over. Teetering on the edge, Phillips just barely managed to hold on through the turn. His greater speed carried him under the checkered eight tenths of a second ahead of Melville.



The "TRAIN", Ingle, Phillips, Melville, Kottulinsky and Lazier.

Freddy Kottulinsky flew by two second behind in third. Bill Neuhoff finishing his finest drive of the season, in fourth. Ed Wachs showed the spirit was still there by finishing fifth, after starting seventeenth. Alan Turner was a very happy man in eighth despite yielding to Tom Bagley in the last turn to avoid a shunt and just being nipped at the flag by Walter Wilkins. Alone followed Fred Markoff, a very good run for the talented amateur, and Benny Scott scoring his first points for the Balck American Racing group. Bill Alsup had passed Benny only to be axed by fuel starvation; fourteenth place for an excellent drive. Ken Cobb came in troubled eleventh, with Bob Danielson and Tom Evans respectfully twelfth and thirteenth. A lap behind came Joe Colantonio, two behind for John Kalagian after his two pit stops. David Kennan finished just ahead of Vic Pottinger who was slowed by a rock in the brake disc. T. J. Juckette rounded out the finishers.

The thrill of victory, though, was a bit different this time. "I had two strategies," recalled the jubilant Freddie after the race. "I could run away and drive clear, or stay in the pack and make my move on the last lap. Harry negated the first; and with him up front smoking, I just knew he wouldn't last. This was the best race of the season. . . . I just hounded the bejeeveers out of Melville." In concluding, his reason for winning was related to his evening endeavors. "Actually, it was because of all that Tequila at Sebkins last night."



MARK YEAGER PHOTO

WATKINS GLEN FORMULA ATLANTIC

BY GORDON KIRBY

What do you do when you feel you you've done all you can in a Super Vee? Do you pull everything together and rent yourself a second seat in a Formula 5000 team? Do you gamble even more and try to do 5000 on your own or perhaps attempt a few seasons in Europe? Or maybe, just maybe, you think about Canada and the Players Challenge Formula Atlantic series. Howdy Holmes has done it, Freddy Phillips too, and it looks like Elliott Forbes-Robinson may do it next year as well.

In many ways the Canadian series is an oasis in the middle of the desert for any guy trying to make his talents known and appreciated in this part of the world. For a start the cars themselves are ideal. They're fine racing machines with a good balance of power, weight, wings and tires. They race in a logically-organized coast-to-coast series that is sponsored by Players Cigarettes and televised nationally on the CTV Network's Wide World of Sports program. And the prize money is pretty good too - - this year there was $ 13,000 total money for each race and next year there will be $ 20,000 to be split among the first fifteen finishers. It's all of this that makes not only our best young drivers turn their attentions to Canada but also people like Fred Opert, Carl Haas, Joe Grimaldi, Doug Shierson and, most recently, Bill Scott.

Unfortunately little of this Good Stuff bleeds across the border. The SCCA maintain they can't sell Formula Atlantic (have they ever really tried?) and IMSA shied away from single-seaters a few years ago after some bad experiences while trying to make Formula Ford into a paying spectator series. There were just three professional Atlantic races in the United States this past season and only one of them could be termed a 'success'. That was the first of the three supporting races at the U.S. Grand Prix.

As the bright, crisp days of early fall settled across the Northeast virtually everybody who thought of themselves as an Atlantic racer climbed into their trucks and set off for the Glen. The lack of prize money was inconsequential (no sponsor this year so everyone was racing for their entry fees). Here was a chance of racing machinery of a thoroughly reputable nature at the Grand Prix - - the World Championship - deciding Grand Prix no less. Here was a chance of showing one's talents to the wide focus of team managers, money-men and press which make the top echelons of the sport go round. A fine way to end an already successful season.

A whopping entry of 45 cars arrived for practice. The only notables missing from among the regular Players entries were Craig Hill ("Not enough prize money to make it worthwhile.") and David Loring (no money left). Principal additions to the regulars included Howdy Holmes who was eagerly looking forward to his second Atlantic race, once again driving one of Fred Opert's immaculate Chevron B27s. Fred Phillips had rented James King's March 73B for his first Atlantic race while Jas Patterson returned from England just in time to get his March 732 out to the Glen for his first American race in nearly three years. The other major addition to the field was Bertil Roos who had missed the last three Canadian races after his falling out with Fred Opert. Roos was entered in Joe Grimaldi's March 732 with '74 F2-style bodywork painted in the yellow colors of Schweppes tonic water - - a precursor of Roos' 1975 Players effort.

Roos approached this weekend very carefully. His break with Opert had been the last straw in a year which had started out with almost spectacular promise but had debilitated badly, leaving the Swede with a reputation of being unthinking and undisciplined. He needed to go well and smoothly and stay out of trouble this weekend. "I must not make any mistakes," said Bertil as he slowly sorted the March and himself and then snatched the pole with the only sub-1 min 50 sec qualifying time (1 min 49.973 sec).

It was an encouraging performance for the Swede. His handling of the March throughout practice was very

neat and tidy. Not only did he appear to have some time in hand but his driving presented a stark contrast to the loose, tail-out method he had used with Opert's Chevron. "I think I like this car much better," Bertil suggested, "I don't have to pitch it like the Chevron."

Second best in qualifying was Bill O'Conner, (1 min 50.077 sec), showing his generally unrecognised speed yet again with his white Traylor Engineering Lola T360. O'Connor was hoping that this would be the race where his endless string of DNF's would finally come to an end. The other Traylor Lola, driven by Tom Klausler qualified third fastest with a 1 min. 50.594 sec best. Unlike teammate O'Connor, Klausler came to the Glen with a handful of Players victories under his belt, including his fine Trois Rivieres victory over people like Depailler, Jaussaud, Pryce and Follmer.

Players Champion Bill Brack filled out the second row with his STP Crosty/Lotus 69. Brack was running the car on narrow wheels and was also trying a new single-strut wing for the first time. In this the last race for the incredible four-year old Lotus, it more than proved both its own and its driver's worth as Brack got it around in 1 min 50.636 sec.

The third row was filled by Super Vee graduates Phillips and Holmes. Phillips adapted very well to the March and out qualified the car's owner and his newer mount by two seconds. Freddy did a very good 1 min 50.986 sec, nosing out Howdy Holmes by half a second. Howdy's best of 1 min 51.414 sec left him as the last of what everyone thought would settle into the leading group.

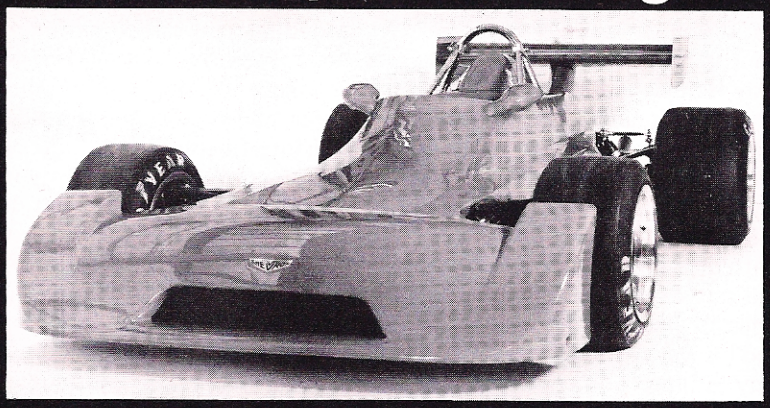
Ken Duclos (Brabham BT40), the Northeast's Mr. Formula B, qualified seventh best ahead of Hector Rebaque. The Mexican was having his first North American Atlantic race of the season, driving one of the Opert Chevron B27s after racing in some of the British events this year. Ninth fastest was Wink Bancroft in another of the blue Opert Chevrons. Completing the top ten was Canadian veteran Bruce Jensen and his March 742. James King had trouble sorting out a new nose on his Doug Shierson Chevron and found himself down in eleventh place on the grid ahead of Gilles Villeneuve's Schweppes March 74B. Villeneuve managed very few practice laps due to a recurring ignition problem and did well to qualify twelfth.

Another troubled runner was Mosport Racing School boss Gary Magwood. Magwood missed most of the first session when the throttle seized on his otherwise immaculate Lola T360. As it was Magwood qualified thirteenth ahead of Montrealer Reg Scullion's March 742. Bruce MacInnes had both tire and engine troubles to contend with and filled up the next row ahead of a spareless Jas Patterson. Chip Mead and his Shierson Chevron managed to nose out Richard Melville for seventeenth, Melville again experiencing FAtlantic in an Opert Chevron. Nineteenth and the last of the fast runners was Robert Rahal who just missed getting under 1 min 54 with one of the difficult Rondel chassis. A total of forty-three cars were to start the race.

The twenty lap race was run late on Saturday afternoon immediately after the last Formula One practice session. Roos had decided to fit a higher first gear than he would have liked because he was anxious about being held up by the backmarkers in the slower corners. As a result of this he found himself badly geared for the start and as he paced the field towards the flag he tried to keep his revs down and hold the field at an abnormally slow pace. This upset almost everybody so that nobody managed a really crisp start, although all of the first three rows were able to engulf Roos as they sneaked up through the gears towards the first turn.

As the rest of the front group piled up behind Roos the two white Lolas of O'Connor and Klausler pulled clear as they screamed past the pits on the far side of the road. O'Connor lost his lead almost immediately when he went for

Fred Opert Racing



1975 CHEVRON B29

The new 1975 Chevron Formula Atlantic has just undergone intensive pre-season testing at Palm Beach and is available for 15 day delivery. Last year's B27 was highly successful, didn't need a "customer sorting program", and was consistently quick on all tracks in the hands of a variety of drivers.

The new car features a new monocoque, revised suspension, new aerodynamic body work. It's lighter, slimmer, with a narrower track, especially aimed at the 1975 Players F. Atlantic Championship Series. The B29 features ventilated front disc brakes with Lockheed F1 4 - pot calipers, Bilstein shock absorbers, fireater extinguisher, choice of Goodyear or Firestone Slicks, rear suspension adjustable to suit 23" or 25" diameter tires.

Beat inflation by ordering before 31st March at 1974 prices of $ 12,900 for a rolling chassis with FT200, BDA exhaust system and installation kit, or $ 17,500 for a car complete with the latest 1975 Hart BDA engine.



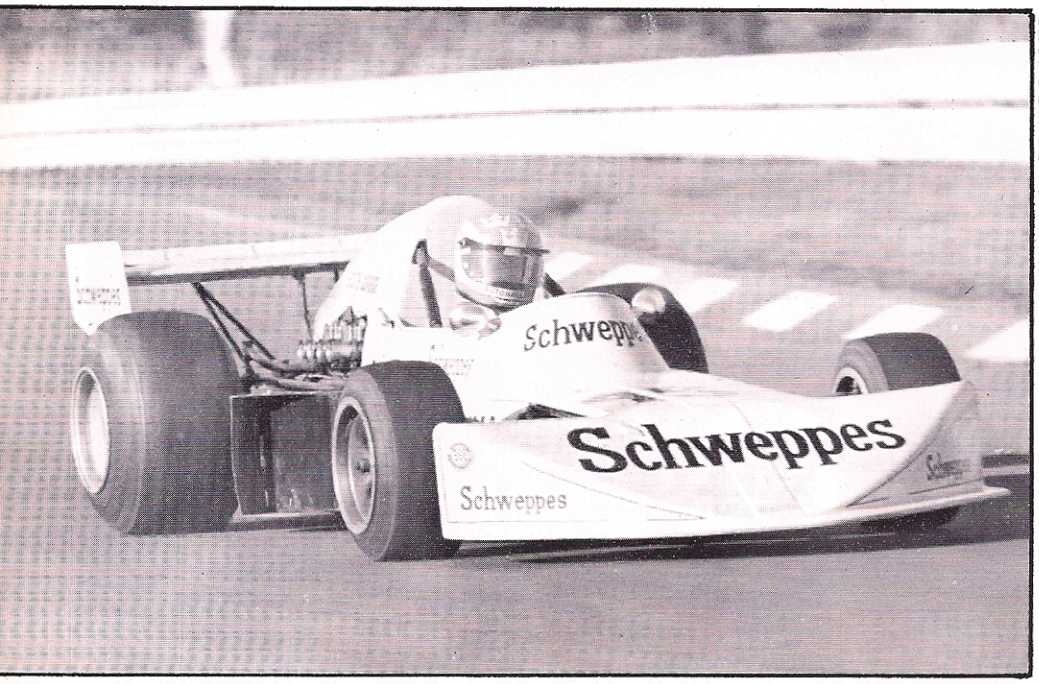
Fred Opert Racing Inc.
17 Industrial Road
Upper Saddle River, New Jersey 07458
Sales: 201-825-1112 or 825-4525
Parts: 201-825-1150

third gear and found the linkage fouling so that Klausler was able to dash inside and brake his way into the first turn and first place. O'Connor recovered quickly to slot in behind his teammate's wing with Howdy Holmes and Freddy Phillips leading the pursuit and Roos pressing hard behind them.

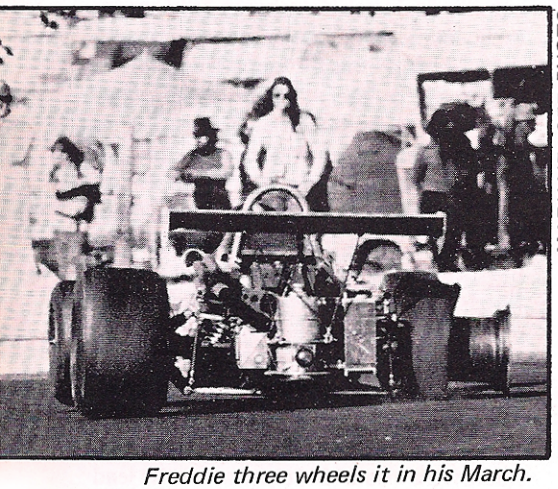
Klausler and O'Connor had soon broken away from the rest and as they poured away from the old Loop and down the hill onto the new circuit Klausler began to pull out some space to the other Lola. As he slithered out of the last turn and pushed his way past the pits Klausler had already assumed firm control of the race from O'Connor, Holmes, Roos, Phillips, Rebaque and Brack. Within four laps Klausler had very nearly disappeared from the rest, having drawn out a lead of five seconds. It was beginning to look as if he was going to dominate the race.

But by now Roos had recovered from his start and was hounding O'Connor hard. By the fifth lap the Swede's pressure was beginning to force O'Connor to hold Klausler within range and as they darted into the last turn of the sixth lap Roos slipped quickly and neatly inside O'Connor. Immediately the yellow March pulled away and it was seen chipping into Klausler's lead.

For a few laps Bertil slowly narrowed the gap and there began to develop a slim possibility that the Swede just might have a chance of catching and challenging the leading Traylor Lola in the final laps. But then, on the ninth lap, it was not Roos but O'Connor who came by in second. Roos was in trouble. His shift linkage had gone wonky and he was unable to get into the fourth-fifth gate on most attempts. He carried on for a while but after dropping back to fifth in just three laps he pulled in. There was nothing that Joe Grimaldi's crew could do so Roos climbed out after a very good show.



CHARLES LORING PHOTO



MARK YEAGER PHOTO

Freddie three wheels it in his March.

Roos' troubles left Klaulser without a bother at the front and he had soon pulled out more than a dozen seconds to his teammate. Tom was driving very tidily and easily by this time, having set the race's fastest lap - - a shade quicker than Roos' pole - - a few laps earlier. But just after Roos had pitted Klausler disappeared out the back. He came walking in to explain that, "It just blew up. There was no warning at all." So with six laps left the two fastest combinations were out of it and Bill O'Connor found himself with more than twelve seconds in hand.

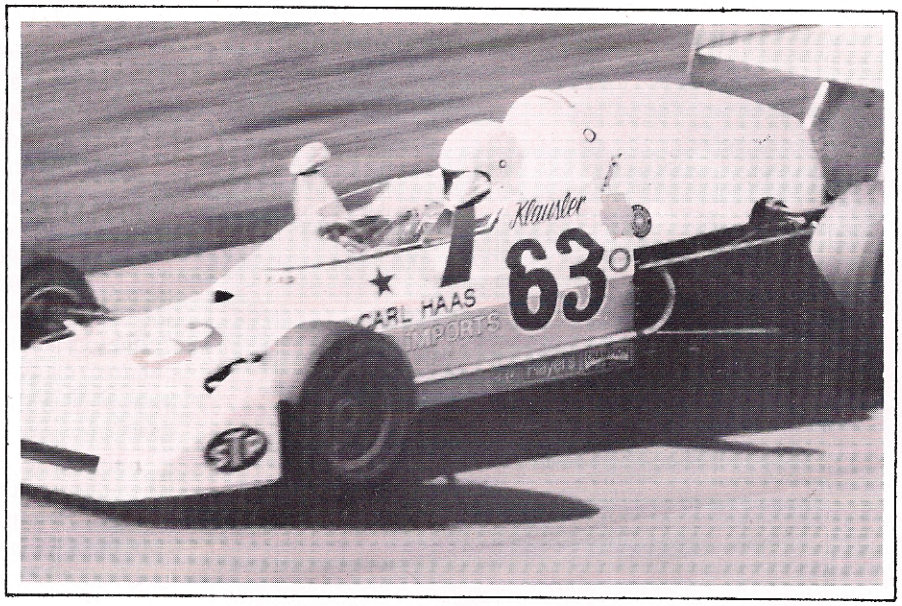
O'Connor carried on easily to the end. For once his Lola gave him no trouble - - other than a slight bother with the shift mechanism - - and he drove to his first win - - and his first finish - - of the season. Behind the Lola Holmes and Phillips fought a race-long battle among themselves. Howdy managed to edge away during the early laps and Phillips lost more time when he got held up, albeit briefly, by fading Roos. But during the final laps, as Phillips became more accustomed to Atlantic power and Howdy's engine started to lose it's edge the the March slowly caught the Chevron.

With five laps to go Freddy had caught Howdy and despite a deflating rear tire he got by into second after a couple of laps of hard chasing. Phillips was able to pull away cleanly over the last three laps, crossing the line three seconds ahead of Holmes just before his soft tire popped off it's rim. Bill Brack managed to recover from being held up by Roos at the start and after three laps he had got by Phillips and into fifth place. But just as he did so the new wing strut failed and after pressing on for a few hairy laps the Canadian Champion and his fine old car retired.

Initially a huge mob fought out a classic mid-field dice. Reg Scullion broke away from this lot almost immediately and drove well to reel in Hector Reboque, finally getting by the Mexican for fourth within two laps of the end. But by that time Bruce MacInnes had come howling through the pack, rushed off on his own and as Scullion started pressuring Reboque, MacInnes caught both of them. Driving his green March with a great verve MacInnes followed Scullion by Rebaque and snatched fourth place for his own before Scullion could even think about enjoying it.

Gilles Villeneuve recovered the sec-Schweppes March from an early spin and pushed his way back to seventh place with some particularly aggressive but clean maneuvers. Gary Magwood took eighth place with an understeering and misfiring Lola ahead of Richard Melville's Opert Chevron. Bruce Jensen disappeared from the front of this lot with just two laps to go while the Shierson Chevrons of James King and Chip Mead also dropped back from the chase with engine troubles. Jas Patterson worked his red March in among this group very quickly and looked like he was about to carve his way through when he suddenly came by trailing a huge cloud of oil smoke. Bobby Rahal did a good job to get his Rondel into this mid-field pursuit before pulling off after half distance.

It was a good motor race. A good example of Formula Atlantic. Something that the United States needs more of.



GARY WITZENBURG PHOTO

Bahamas Grand Prix

Professional Racing Comes to Mickey Mouse, Mich., September 22, 1974

BY GARY WITZENBURG

Before the super-competent people who put on teh races at Waterford, Mich., jump down my throat with a torque wrench for that subtitle, I hope they'll let me explain it.

Some drivers, who rightly or wrongly consider themselves "hot" shoes, like to criticize the Waterford Hills race course. It's short, it's narrow, it's slow, it requires mufflers in the race cars (due to its proximity to a housing development) and it could fairly be called "Mickey Mouse" compared to a place like Road America, for instance.

But it's also one of the most competitive and challenging race tracks you could ever hope to drive: The crisp, downhill right-hand Turn One leads into a second right-hander, but the lines and radii are quite different. After exiting the second turn, you pick up some speed before negotiating a tricky right-hand dogleg. Not that the dogleg itself is so difficult, but it extends smack into the braking area for the track's slowest turn — the narrow, 90° "street corner" left known as Skeet House.

You then climb abruptly uphill, through another right-hand dogleg, and crest the hill on a tight, off-camber right. Coming down the hill, you pick up speed and jog left, heading for Big Bend - - the fastest turn on the course. Entering Big Bend may or may not require a blip of the throttle or a jab on the brakes, depending on what you're driving and the capacity of your shorts.

You're now on the only real straightaway, which gives you barely enough time to check your dials before braking hard for the next right-hander. As soon as you exit that one (which you'll find is wider and faster than it looks) you're staring at still another right-hander, the seemingly endless Paddock Bend. Just out of Paddock, you have to brake hard for the Esses - - a tight left which reverses itself almost immediately.

There's a lot of time to be gained in the Esses, since there's good acceleration room before the next turn, but the fastest line uses a corner of the paddock access road where a mistake coming out can put you up to your rollbar in swamp-water. (They even keep a diver in a wetsuit posted there at all times for obvious reasons.) The sweeping, double-apex Swamp Turn then leads to the left into the short start/finish straight, past the pits and back to Turn One.

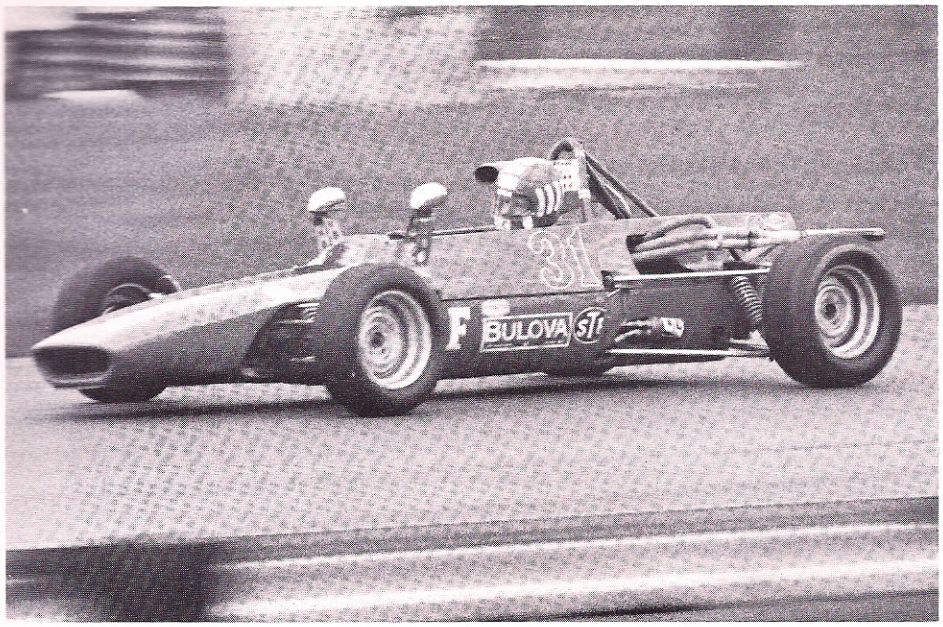
All this is jammed into a distance of 1.5 miles in the shape of a horseshoe, with the paddock and timing tower in the center. The same compactness that keeps the speeds down (and the safety record intact) also makes it an excellent spectator track, although of limited capacity.

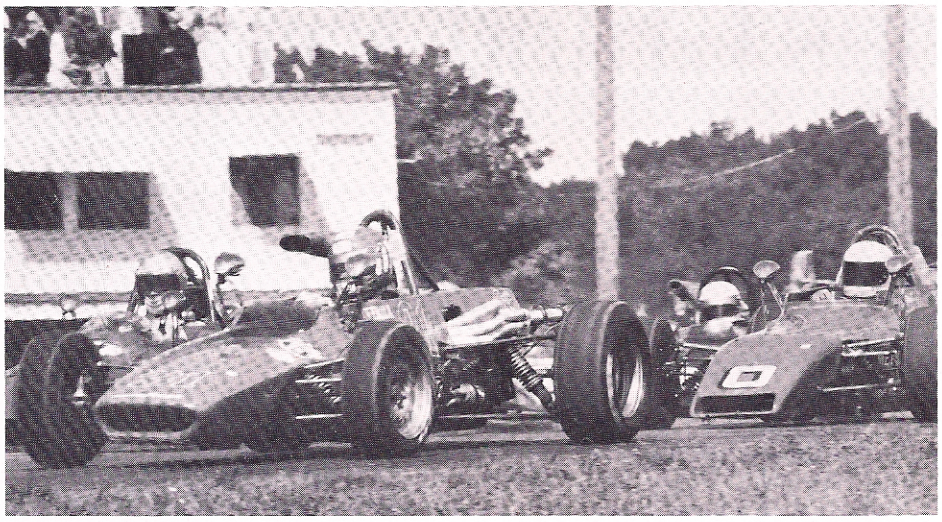
The facility is owned and very well maintained by Waterford Hills Road Racing, Inc. (WHRRI), an arm of the private Oakland County Sportsman's Club. The Michigan SCCA regions do not use the course for Nationals for several reasons, but they put on two Regional events there each year. WHRRI also holds its own championship series and rents out the course for various other activities throughout the season.

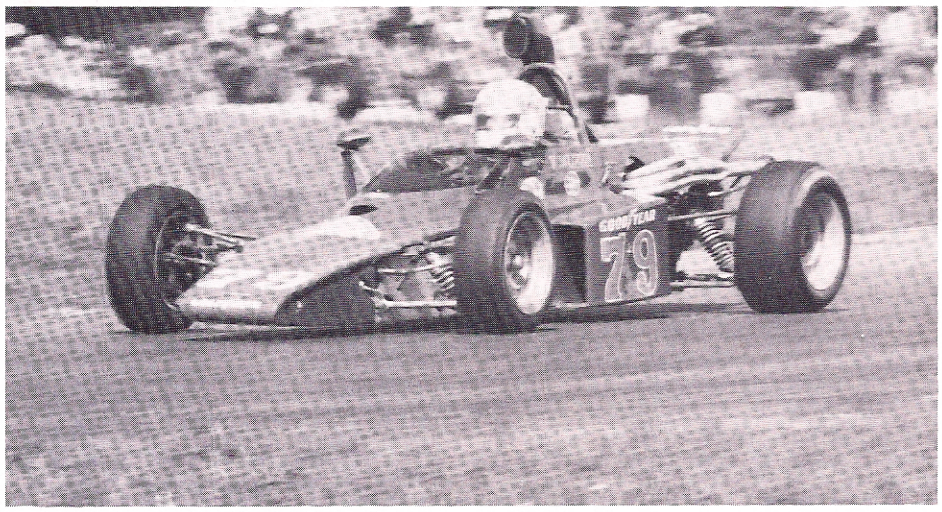
The decision to hold a F-Atlantic meet there was made by Bill Barber's Professional Road Racing Organizers barely three weeks before the only available date - - which unfortunately coincided with both the Canadian Grand Prix (and Super Vee) weekend at Mosport and the season's last SCCA National at Indianapolis Raceway Park. In spite of those conflicts, a competitive field showed up for both the F-Atlantic and the FF contests. Prize money was $8000 for the former and $2000 for the latter--not overwhelming but not bad either for a last-minute effort.

Surprisingly, the spectator areas were beginning to look well-populated by race-time in spite of a chilling early-autumn wind. Mufflers had been provided all entrants through the clever trick of cutting a bunch of identical street glass-packs in half - - the inlet pipe fit the F-Atlantic Cosworths, and the other end slipped on the smaller FF exhaust pipes like the proverbial glove.

When the green fell on the 25-lap FF event, Vince Muzzin proceeded to run off and hide, followed by Don Erickson--both in identical LaMarca-engined Lola T-340s. That left the racing back in the third position, which Denny Moothart had quickly taken over from his sixth







(Top) Keith Averill drove his Titan to a well deserved 3rd despite his incident with a back marker. (Center) The race for third in FF: Averill (No. 31) leads Davidson and Moothart (No. 0). (Bottom) Muzzin ran away from the FF field in his Lola T-340.

GARY WITZENBURG PHOTOS

starting slot. Moothart bobbled under pressure, letting Mark Davidson's Titan Mk5 into the slot, followed by Kieth Averill's Titan Mk6/LaMarca.

Then Davidson lost the bubble momentarily coming off the back straight, letting Averill by. Both Moothart and Davidson were charging back into contention after their mishaps but Averill managed to hold his position - - even after leaping over David Johnson's Stroh's Lola when Johnson mistakenly took the line as he was being lapped. Davidson was a close fourth, followed by Moothart's Merlyn.

Almost as soon as Muzzin had completed his victory lap, he was getting ready to climb into his rented Chevron for the F-Atlantic bash - - where he was gridded a very creditable third behind Tom Klausler's Traylor Engineering Lola T-360 and James King's Doug Shierson Chevron B27. Fourth on the grid was the other blue Shierson Chevron of Chip Mead.

Klausler, the hottest driver in F-Atlantic since mid-season, looked like a good bet to follow back-to-back wins at Road America and Trois Riviers with a third at Waterford. He had qualified over a second faster than anyone.

But Vince Muzzin probably knows Waterford as well as anybody around and he wasn't about to let Klausler get away. After putting his rent-a-racer into second for the first couple of laps, he then surprised everyone by hanging on like glue. The leading pair began to pull away Klausler on power and gearing onl the back straight, Muzzin on a combination of braking, handling, knowledge of the course and sheer determination. That left the teammates King and Mead to battle for third, Mead looking for a way around King just as Muzzin was hounding Klausler.

Klausler would pull several car-lengths on Muzzin every time they screamed down the back straight; but Muzzin would close the distance on braking and was nipping at the white Lola again by the time they hit the Esses. Suddenly, as Muzzin came out of Big Bend onto the straight, Klausler wasn't there! The Lola was just coming down the hill, still ahead of the King/Mead contest but more than 20 seconds behind the new leader. Twisty old Waterford and local boy Muzzin had finally forced a mistake from the unflappable.

The question then became whether Muzzin could hold his considerable lead. Klausler was charging fiercely, gaining over a second a lap with less than half of the 40-lapper to go; and Muzzin's en-

gine was beginning to tire, just as he himself must have been. Little wisps of blue smoke on acceleration would occasionally turn to a small cloud, especially through the little hollow between Turns One and Two. It was turning into a Grade B Movie script - - but no-one knew who was playing Steve McQueen.

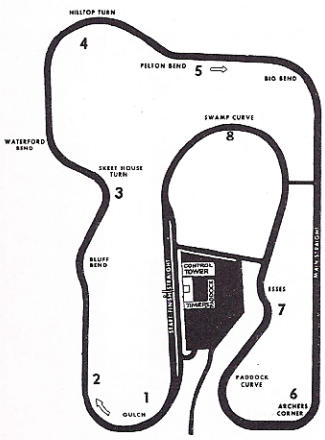
After a time, inevitably, the Lola had caught the Chevron. The speed differential seemed larger than ever as Klausler steamed by on the back straight to regain his lead. The only thing the exhausted Muzzin could do was hold the car together for the remaining few laps. Even Steve McQueen settled for second in LeMans.

Almost completely unnoticed in the excitement had been the coming together of the battling teammates, King and Mead. The incident put the unfortunate King off the track and Mead into third spot. Fourth and fifth at the end were Don Breidenbach and Bruce Jensen in March 74Bs. Poor King recovered to take sixth, after having run third all day long.

The wiry, bearded Klausler had won his third straight F-Atlantic meet, $2000 first prize, a trip to Nassau from co-promoter Bahamas Tourist Bureau and a good shot at the series championship. The hardy fans had been rewarded with a pair of excellent races, and Bill Barber's faith in F-Atlantic and the Waterford track had been redeemed.

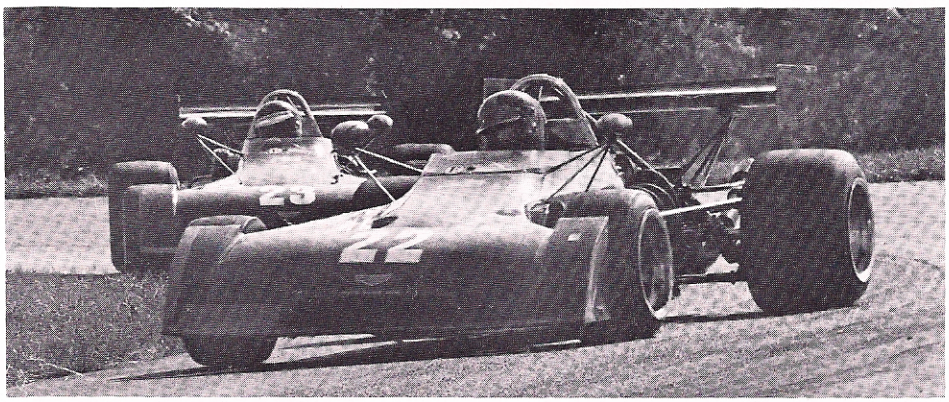
"I had always heard what a Mickey Mouse track this was," remarked Klausler, leaning against his still-immaculate Lola, "but I was having a hell of a lot of fun out there before it was over." (You have to know it to like it, Tom.)

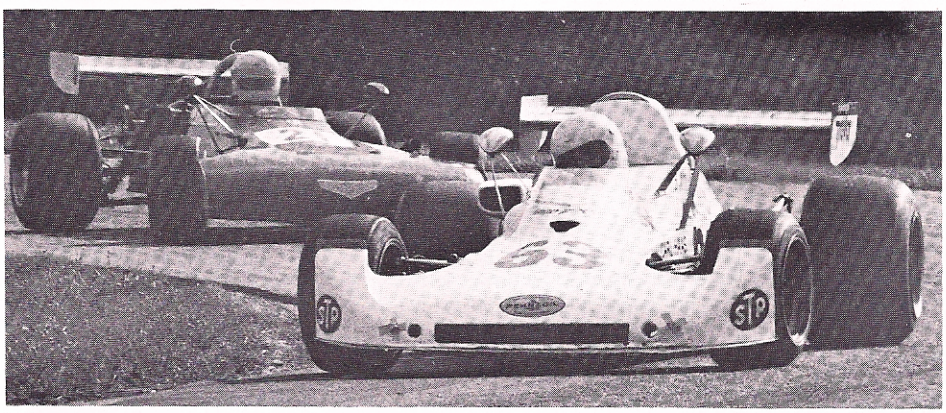
Professional racing came to Mickey Mouse, Mich., this September 22. Chances are, it'll be back again. ■

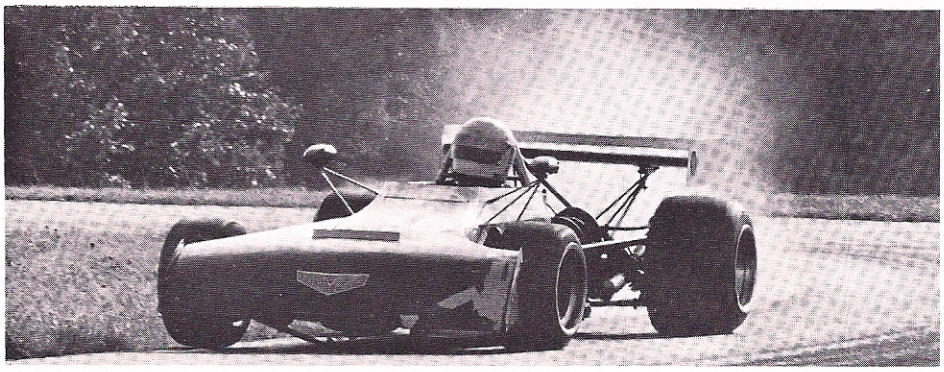


Waterford Hills 1.5 miles.





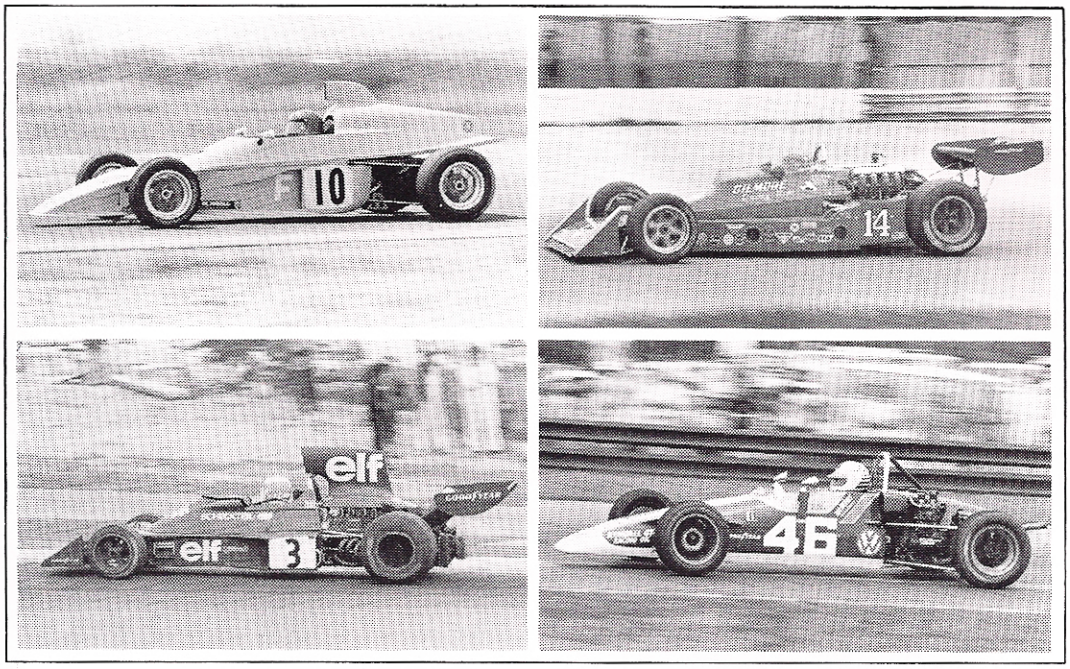




(Top) James King qualified second in the Doug Sheirson Chevron. (Note the muffler on Klauser's exhaust). (Second From Top) Chip Mead sets up his Chevron behind teammate James King. (Third From Top) Tom Klauser leads a determined Vince Muzzin to the finish. (Bottom) Muzzin won the FF event and finished second in the Atlantic Race with his rented Chevron.

RICK JACKSON PHOTOS

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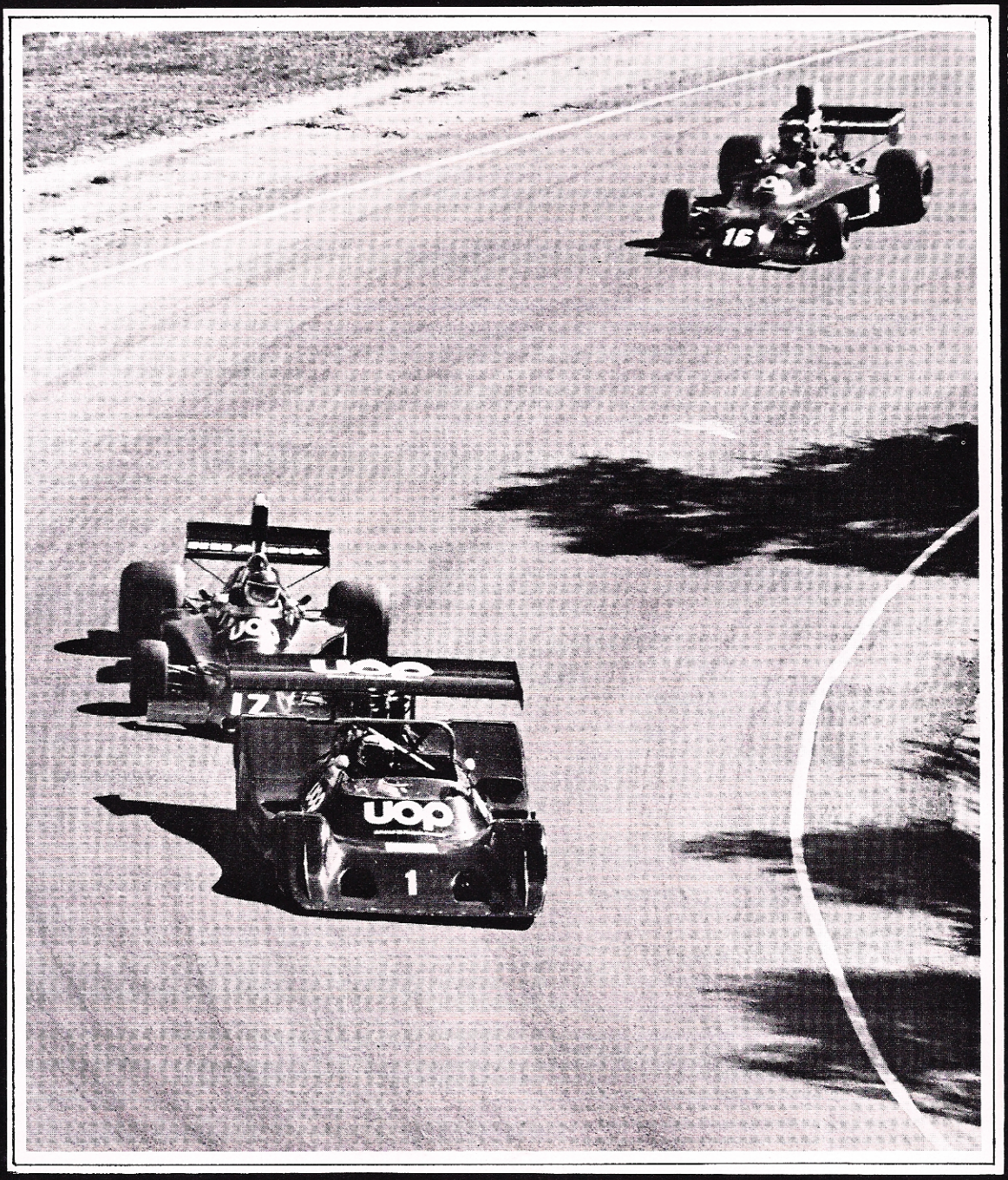
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"THE END OF AN ERA"

BY STEVEN MAYER

For one last time, the ground shook under the thunderous acceleration of the UOP Can-Am Shadows at Laguna Seca. The deafening roar from their engines shattered the calm of the Autumn afternoon. That sound would never be heard again. An era had past. Fate had taken its course, with the toll being the CanAm and Prototype forms of road racing. With the passage of time, formula racing has begun to climb to the forefront all across America. Now the F5000 Championship is being referred to as the "Premier road racing series in North America."



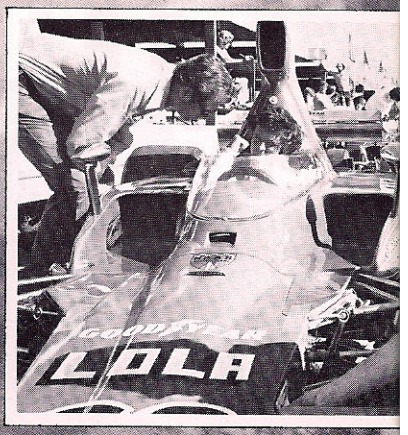
STEVEN MAYER PHOTOS

UOP Challange: Not even the road-blocking antics of George Follmer could hold off the superb driving of Jarier and Hunt during the F1/Can-Am match race at Laguna Seca.

F-5000

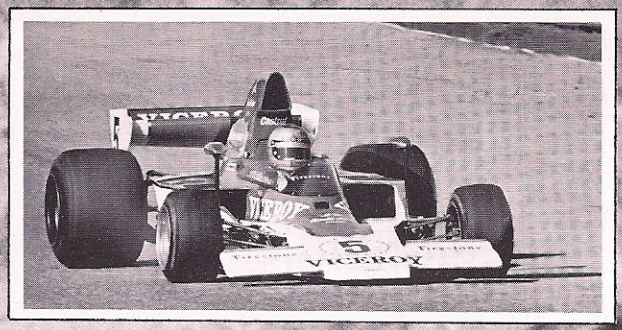
"Road Racing is the sport of tomorrow," says Mario Andretti. Mario returned to road racing, his first love, on the road circuits of America last season. His move precipitated a turn of the tide for the Indy establishment, away from their own ovals and their outrageously expensive turbo Offy power plants. Johnny Rutherford, Al and Bobby Unser, and Mike Mosley all tried their hand in F5000, but none were as successful as the Italian-born American. From Canada, to New York, to California, Andretti in his Viceroy/Parnelli Lola T332 was consistantly the fastest, the man to beat on any occasion. The persistent effort of Brian Redman in the Jim Hall/Carl Haas/RFI Lola T332 proved to be the only equal. By season end, at Laguna Seca, and Riverside, despite the appearance of Bobby Unser in the Indy Olsonite Eagle and Jame Hunt in the new Jorgensen Eagle, the pair of Andretti and Redman could not be deterred from overwhelming the field. In the end, as the fog settled upon a darkening Riverside course, the crowd watched as Mario Andretti once again won, but was beaten for the series crown by the steady second-place drive of Brian Redman.

The competitiveness of the field as a whole at the Riverside finale epitomized the quality of racing in F5000. One level below Andretti and Redman in terms of speed, was a large group comprised of David Hobbs, Eppie Wietzes, Warwick Brown, Graham McRae, Jon Woodner, Nestor Garcia-Viega, Vern Schuppan, Al Unser, John Gunn and Sam Posey.

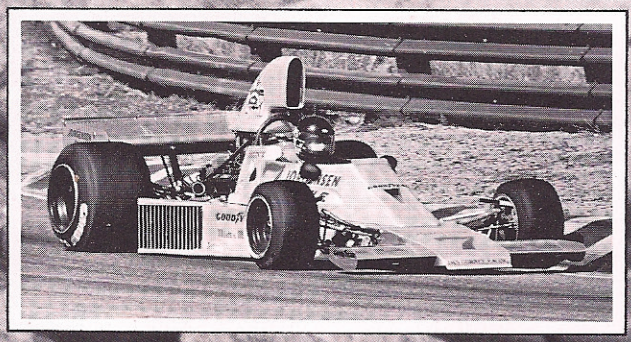


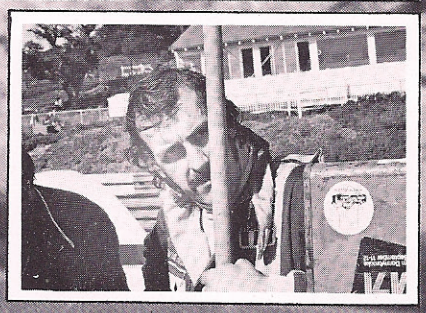


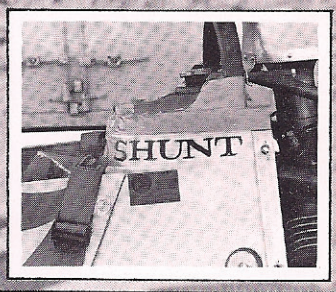
(Right) Mario's Lola was always the quickest. (Below Right) Unhappy David Hobbs was the only one to break the Andretti-Redman win streaks. (Below) English Grand Prix star James Hunt shooed the new prototype Eagle at the last two events.

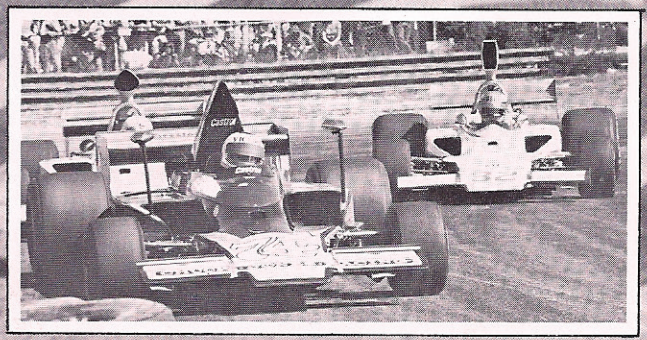


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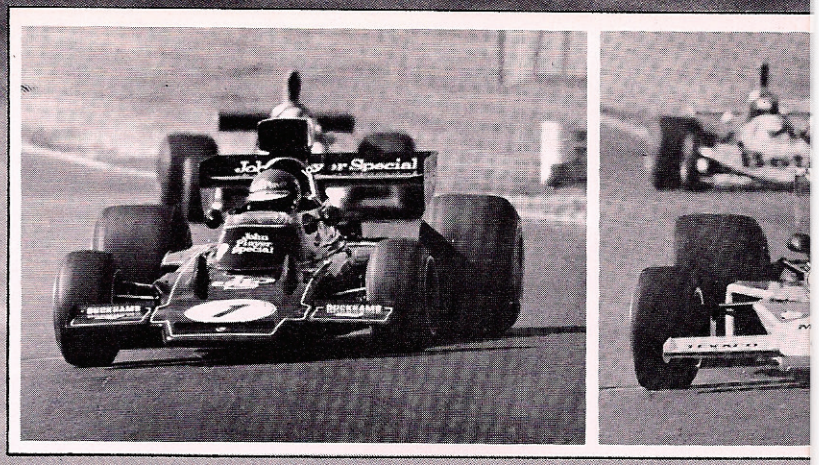




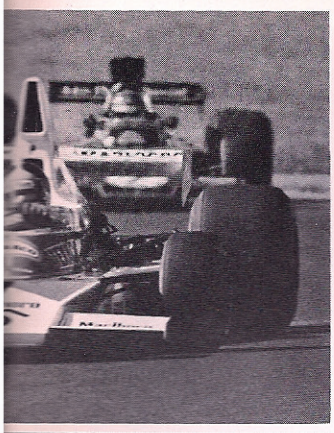


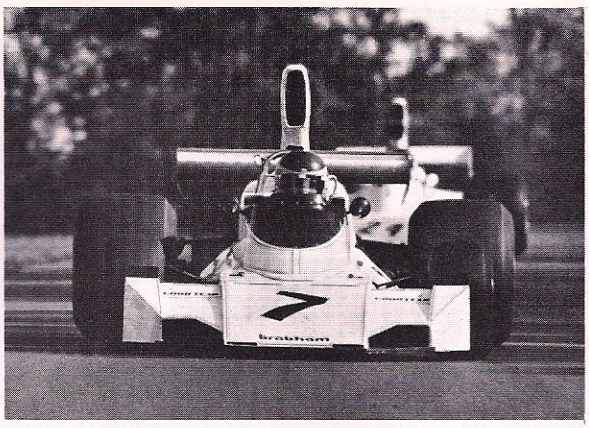
No special privilages exist for an Indy Champion in F5000. Al Unser is hounded through turn 9 at Laguna Seca by John Gunn and Nestor Garcia-Viega.

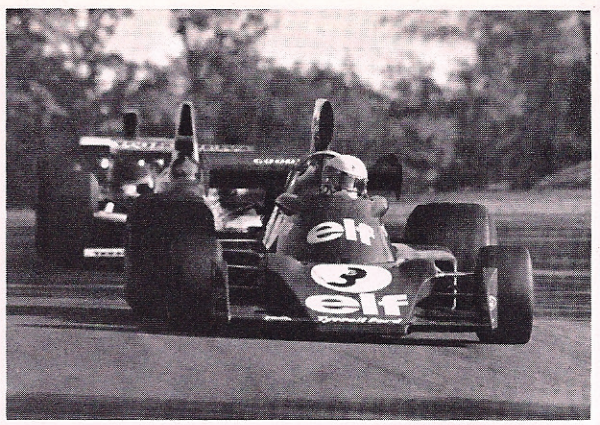
F-1 Grand Prix, the goal of every driver, becomes vastly more competitive as time passes. New names, like Lauda, Scheckter, Pryce, Depailler and Jarier come forth each season. It was only yesterday Fittipaldi, Reggazzoni, Peterson and Reutemann were the up and coming stars, now they are the winners. With the inception of American efforts for Mario Andretti and Mark Donohue from Vel's Parnelli and Roger Penske, and America's emphasis on innovation transferred from CanAm to the F5000 we may see a new force in Formula One.



It should have been the year of the Ferrari, with their superior chassis and engine they led nearly every race. Niki Lauda showed the way to his aggressive veteran sparring partner, Clay Reggazzoni, who in turn nearly took the gold at the end of the season. STEVEN MAYER PHOTOS



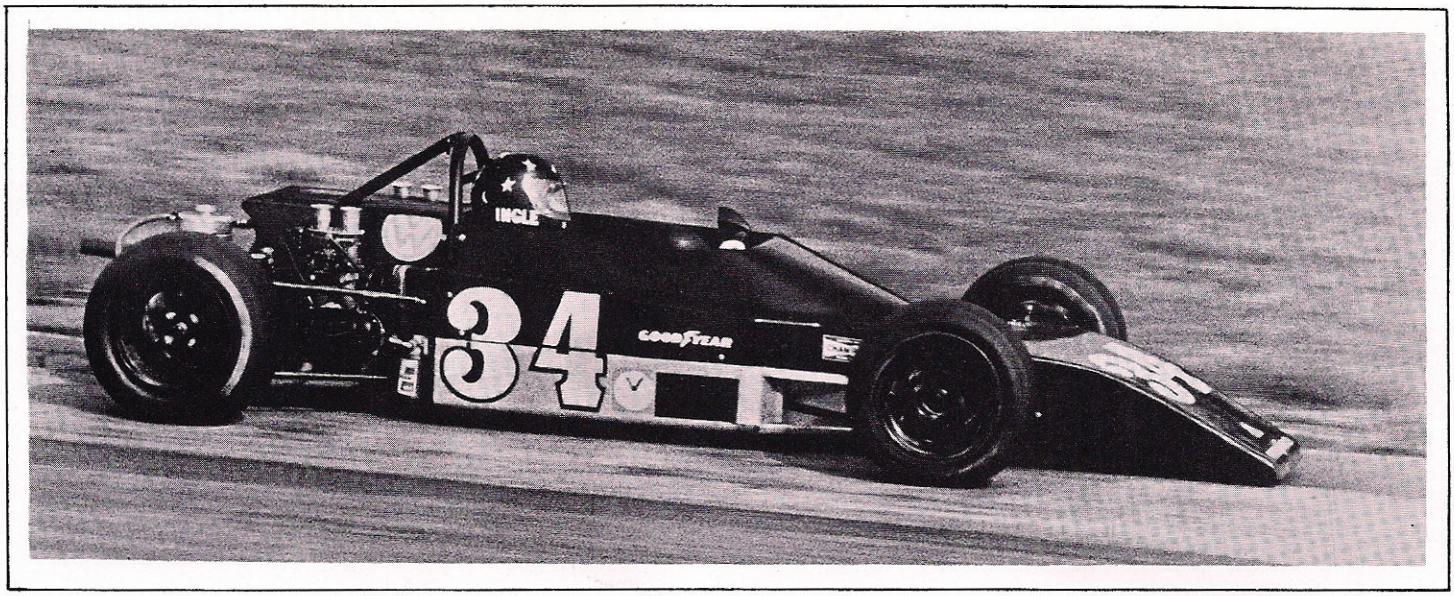




MARK YEAGER PHOTOS



McLaren and the changing times. . . . The "Bear", Denny Hulme, retired, leaving the new World Champion, Fittipaldi, the elder team member, to new addition Jochen Mass.



Lime Rock Gold Cup

The South Always Rises In Connecticut

BY STEVEN MAYER

"Hey Harry, you gonna smoke 'em today?" "You bet! Ihad six dreams last night, and all of them ended up in the winner's circle." This interchange with Harry Ingle occured at Elkhart Lake a week prior to his superb Gold Cup victory at Lime Rock but his confidence was already showing. At Elkhart, a leak-valve cover gasket prevented a convincing win, when Harry was only two laps from the end and uncatchable in the lead. At the second Connecticut visit of the season, nothing was going to prevent his complete domination of the event.

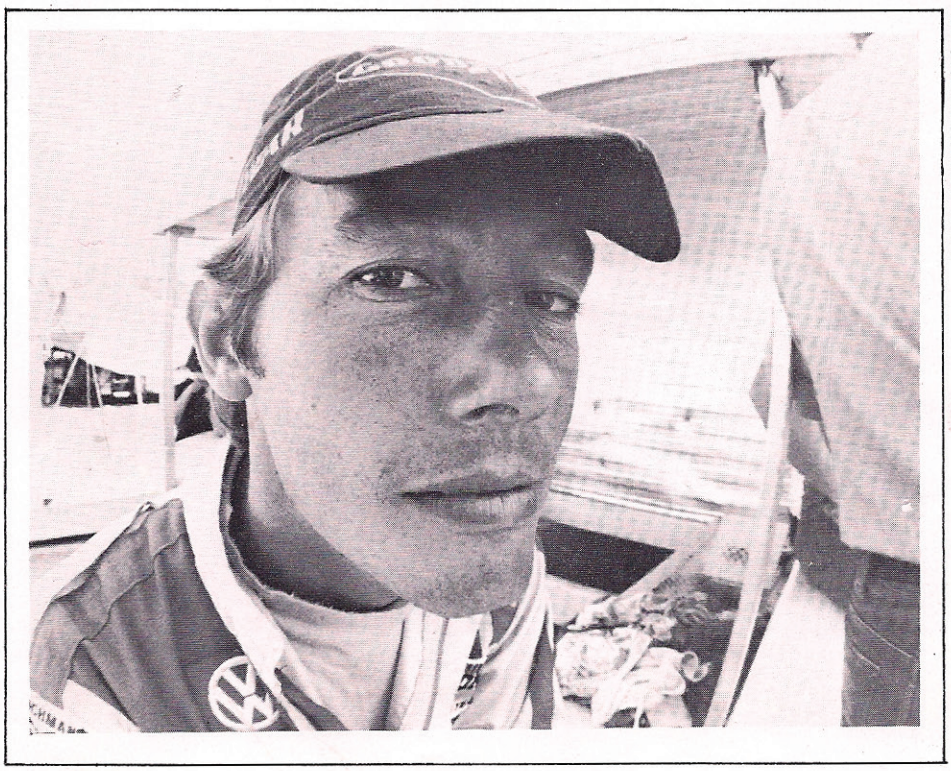
The race was a clear cut victory with no challengers, even though Ingle finished only 6.8 seconds ahead of Bill Bcott. "The competition was pretty strong," as Harry recalled later. "The win was predicted on my having a motor, and the determination from being cheated out of a victory a week before. The combination thereof was more than anyone could handle. A bit like what Elliott does. Had he been there, I'd have beat him, too. It was that way. There wasn't anybody who was going to be with me that weekend, for any reason." And they weren't.

A battle for third enveloped Fred Phillips in the Bill Scott Racing School/ Pacific Formula Elden, Bror Jaktlund in an Opert Racing Tui, Tom Bagley in a Royale, and Ed Wachs in the Prototype Engineering Lola. Wachs, possibly the fastest of the four, with an equivalent fastest lap with Ingle of 54.6 seconds, lacked "specific" handling, which resulted in several slides off course. Jaktlund, plagued again with mechanical trouble dropped to tenth. Bagley, after a late spin in the event, recovered only to find the very talented and young Rick Bell having driven into fourth. Phillips in the Elden drove steadily to finish third, some distance behind Bill Scott.

Harry explained his methodology for success in this Gold Cup. "I try to prevail, and if I have the best equipment, then I'll be out front. I'm pretty much equipment oriented. If I don't have the best, it will be the exceptional weekend when I'll put on an inspired enough drive to do something phenomenal. But if I have the best equipment, then I usually use it to the best advantage. Right now I have the best."

Does E F-R now having a Scott engine in future events affect the Southern Gentleman's outlook at all? "He has gone to the best engine you can get, a Scott. I say mine's better, but you can't really get one. We don't have one ready on the shelf, for someone to purchase." Harry re-emphasizes, "I have the best one out there."

Refering to Bill Scott, Harry commented about the only driver to contest



PAUL PFANNER PHOTO

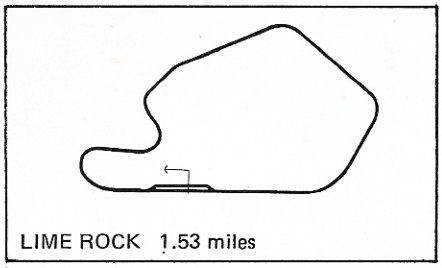
Harry Ingle.

his lead. "Bill worried me just during the first lap. He outstarted me a little, and outbraked into the first turn a little. He took a little bit of a gamble, more than I was willing, because I already knew I could win, and I didn't need to take any chances in order to win. He apparently felt if he could relegate us to stay behind him, by just being a bull, then he might win."

"He got in front, and I just blasted back by him, and that was the end of it. He stayed back there for awhile. When he finally lost the draft, he fell back. Bill ran very hard for the entire race."

Did Harry have any other thoughts concerning the victory? "No, not really. The only other drive of the weekend like mine was John Morton in those big bore sedans. If you mention a formula "somebody" you ought to mention 'ole Morton, for he would really appreciate a ride, and he is one more fast sucker . . . very fast."

"The race was, I don't know, dull, I guess. I just knew I was going to win. Les (Parker) and Ed (Zink) were standing there with their toes, fingers, and hairs crossed, because we had had such bad luck." But for once, Harry Ingle's luck held, and he crossed the line a victor, for the first time this season.



LIME ROCK 1.53 miles

Results;

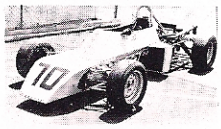
1. Harry Ingle, Zink, 33 20, $ 3,400. 2. Bill Scott, Royale, 33, 15, $ 1,700. 3. Fred Phillips, Bill Scott Racing, Elden, 33, 12, $ 1,100. 4. Rick Bell, Royale, 33, 10, $ 700. 5. Tom Bagley, Royale, 33, 8, $ 500. 6. Ed Wachs, Prototype, Lola, 33, 6, $ 400. 7. Fred Van Buren, Zeitler, Tui, 33, 4, $ 350. 8. Benny Scott, Lola, 33, 3 $ 300. 9. Bill Robinson, Lola 32, 2, $ 275. 10. Bror Jaktlund, Fred Opert, Tui, 32, 11. Peter Moody, Import Restoration Tui, 32. 12. Domenick Billera, Lola, 32. 13. Bill Alsup, Zeitler, Tui, 32. 14. Vic Pottinger, Lola, 32. 15. Rick Gross, Royale, 31. 16. John Kalagian, Lynx-D, 31. 17. Tom Evans, LeGrande, 31. 18. Jack Rabold, Rabold Foreign Car, Lola, 31. 19. Joe Colantonio, Lola, 31. 20. Earl Nicewarner, Nickle, 30. 21. Ed Impine, Bill Scott Racing, Royale, 23. 22. Reeves Callaway, Fastco Ltd. Lola, 23. 23. Ed Mulford, Brian Steward, Tui, 22. 24. Ralph Roberto, Zink, 20. 25. John DeSeyn, Lola, 19. 26. Howdy Holmes, Sun Racing, Lola, 16. 29. Tom Reddy, Zeitler, Tui, 4. 30. Michael Jourdain, Fred Opert Tui 4. 31. Scott Pembroke, Tui, DNS. 32. Allan Turner, Lola, DNS. 33. Peter Moodie, Royale, DNS. 34. Ron Light, Tui, DNS. 35. Vic Dent, Royale, DNS.

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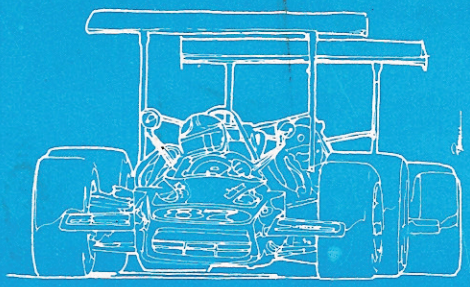
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