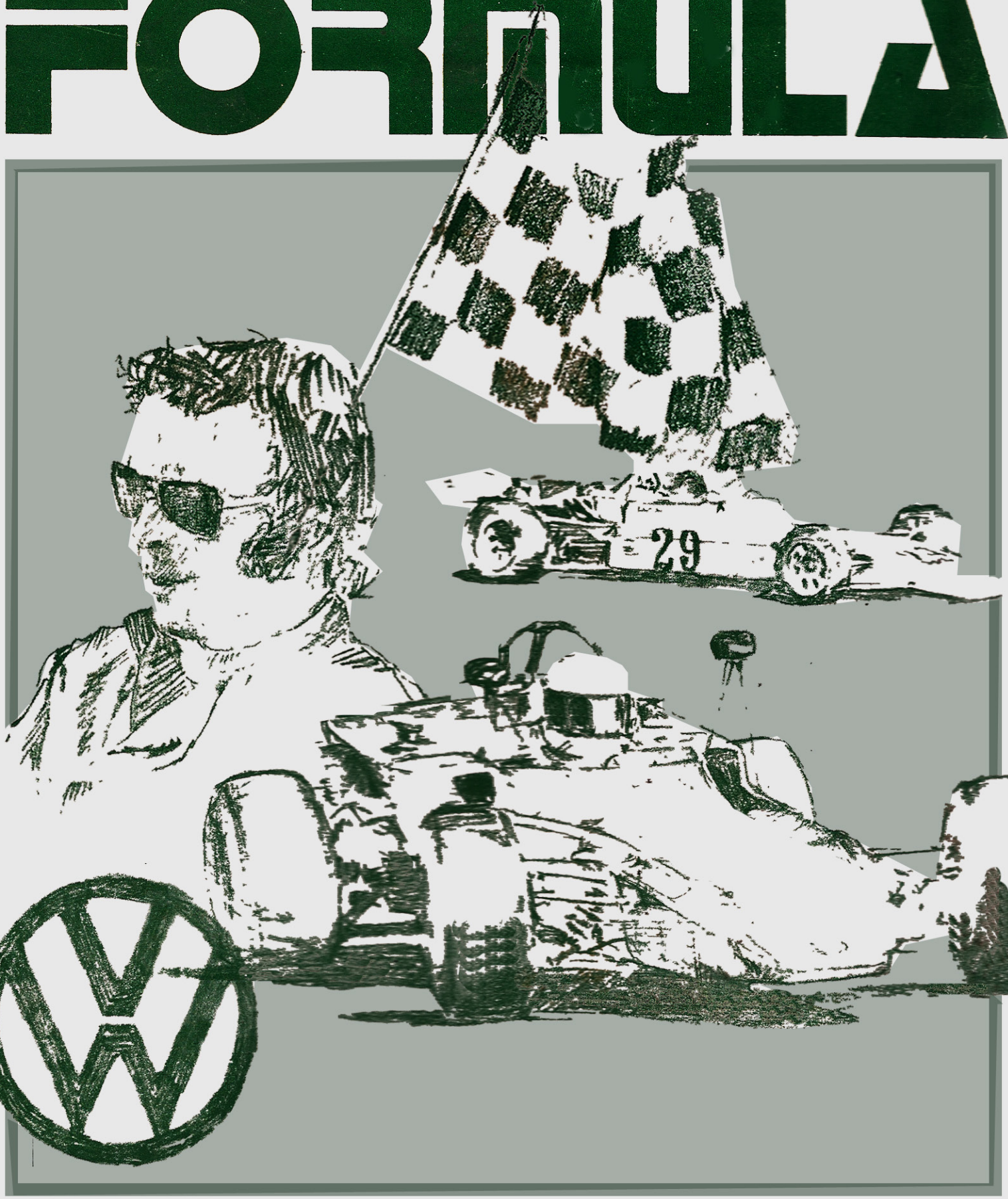
Vol. 1 No. 7

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FORMULA



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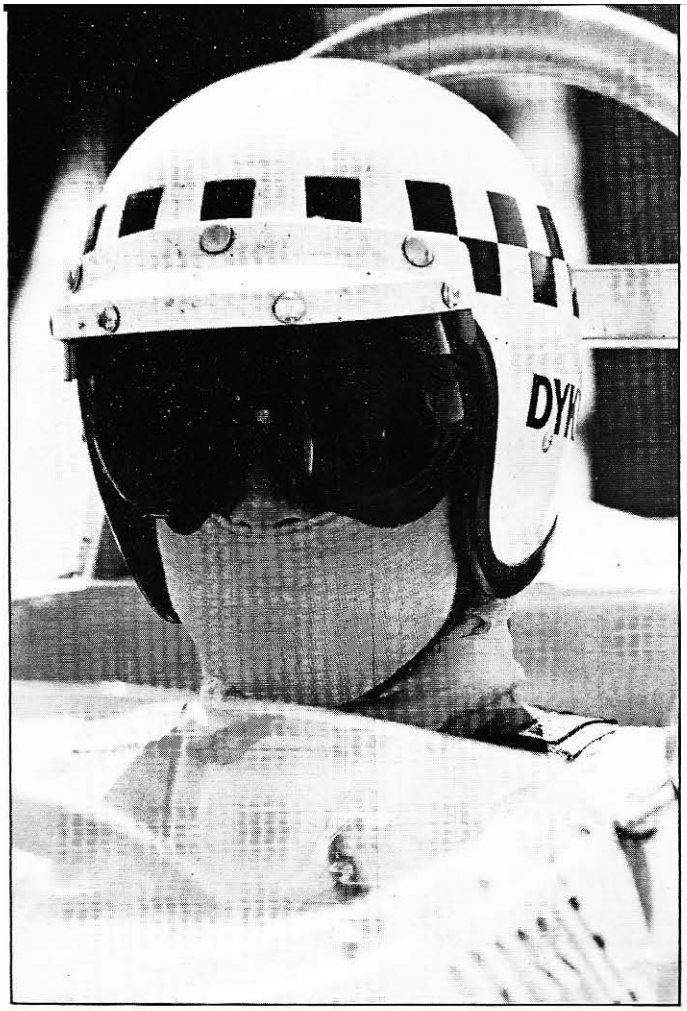
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COVER:

Michael Vannatter captures the mood of the VW Gold Cup Series with this pencil montage.

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From the Drivers Seat

The 1974 Volkswagen of America "Gold Cup Series" has been given the green flag. With the starting date moved ahead a month, everyone concerned should be ready for the Atlanta (April 21) opener.

I.M.S.A. and S.C.C.A. along with Jo Hoppen of Volkswagen are trying to sort out all the organizational hassles resulting from co-sanctioning.

New cars, rules, people, and race tracks will assure good professional formula car racing in the United States.

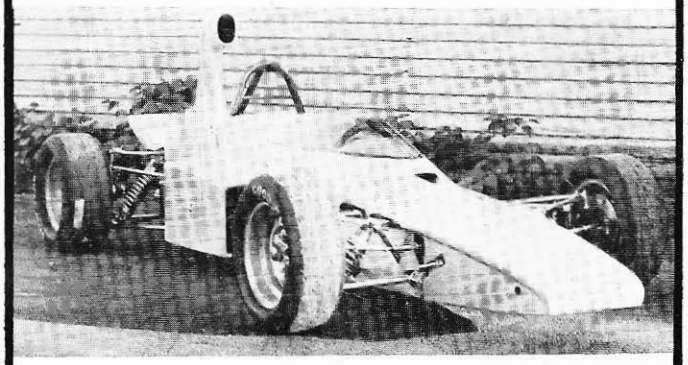
Representing the best interests of the drivers, the Gold Cup Drivers Association (G.C.D.A.) will provide unity in cooperation with the promoters and organizers of the Series. The G.C.D.A.'s first formal meeting will be at Atlantic--look for more information at registration.

In the months to follow, I will provide our readers with a race by race analysis of the 1974 Gold Cup Series. I will also use this space for controversial subjects pretaining to racing in the U.S., such as driver support programs, safety, and government intervention. Media coverage and publicity (or the lack of it) are two subjects which will recieve much attention. I know how much time, money, and effort goes into the preparation of a good racing car; and the public should be made aware of the dedication and sacrifices necessary to present a "good show." The problem which exists is one of communication. Don Juan, Rodney Racer, and such are concepts of the past. It will take time and effort to educate the public. This education process is necessary to create interest in the sport and to assure its survival.

These subjects are more will be throughly explained in the coming months. With the cooperation of I.M.S.A. and S.C.C.A., Volkswagen of America will sponsor and promote the best formula car racing around.

I'm looking forward to the Series and welcome the chance to comment publicly. HOWDY HOLMES

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SUPER VEE TYPE 4

BY DICK COONEY

SUPER VEE MOTOR

The vast majority of Super Vees racing in either amatuer or professional circles in the U. S. utilize the Volkswagen 127 V. type IV motor as the base. This motor is similar to the motor used in the Volkswagen 411 / 412 cars and the Porsche 914 4 cylinder. The 127 V. is a designation for 1600 cc industrial motor that includes sodium-filled exhaust valves, Solex 40-P-11 carbs, and a full centrifugal advance distributor. The use of the 127V. as a starting point for a Super Vee motor is obviously better than starting with a 914 or 411.

The shared components between the 127V. and 411 / 412 / 914 motors are numerous, and it is much easier to list the parts that differ. The 127V. uses 87.5 m.m. barrels (021-101-301C) and pistons (021-107-111 F/G) as opposed to 90 m.m. used in the 1700 c.c. 411. All components of the head are the same as the 411 with the exception of the Sodium Exhaust Valves.

It should be noted that the new larger valve head (022-101-351C) is now legal for Super Vee and will produce more power with the increase in valve size. It is also legal to increase the valve size in the standard head (021-101-351M).

The majority of Super Vee race engines utilize the Solex 40-P-11 carbs. The standard Venturi size is 32 m.m. and these are usually changed to 36 to 38 m.m. by most people. One problem to watch is the mounting of the carburetor to the intake manifold. A rubber "O" ring or some form of vibration dampening plate should be used or the motor will most likely froth the fuel out of the float chamber at somewhere above 6000 r.p.m.

If throttle response with the Solex Carbs is a problem off the corners, you might try removing the accelerator pump (just back the adjusting screw all the way off). This has worked successfully for some. Although the pumps have to be hand-actuated for starting.

The porting of the heads and shape of valves is an area that everyone has his own specialist or ideas, and I will only suggest that most people work very hard on the exhaust port and the intake is pretty good although possibly oversized. The heads are flycut to achieve the desired increase in compression. Valve bosses are machined to allow the use of dual or triple springs. A couple of areas to watch are the wear of the valve guides and possible galling of the rocker shafts. Both problems can be controlled by the use of baked on moly coatings if one feels the need to spend extra money.

There are two suppliers of the 87.5 m.m. piston to Volkswagen. Both are legal, however, the Mahle pistons have a dimple on the bottom of the dome which can make the piston top quite thin after flycutting for valve clearance which is necessary with a high-lift camshaft. The preferred pistons are "K.S." and do not have the dimple.

The crankshaft is a stout forging and seldomly gives any problem. Polishing, nitriding, straightening, and cutting for maximum stroke are the popular processes but don't add much unless there was a problem to begin with.

The rods have been a subject of much controversy. Basically, judging from what one hears, they are the weak link in the chain. Many builders utilize special bolts. Many motors have been known to run quite satisfactoraly with only proper sizing and alignment of the stock rod. Rod bearing wear should be watched closely. Stock rod bolts should be torqued to only 23 foot pounds.

The center main bearing usually exhibits the first signs of wear although this could in part be a chassis loading problem as the case is stressed in many of the current chassis.

Flywheel weight is heavy in stock form, but before one gets too carried away in lightening he should attempt to consider the harmonics inherent in the motor. The use of a harmonic dampner on the crankshaft is used by at least one major Super Vee motor builder.

The flywheel should be dowel mounted to the crankshaft, as the standard mounting bolts will shear.

Dry sump oil systems are used almost exclusively as they solve the oil pickup problem of a flat motor as well as allowing for a larger capacity oil system. Wet sump systems have oil surge problems that don't help rod bearing life.

Camshaft choice is another area that each has his own preferences. It should be mentioned that these motors are very sensitive to cam profile and lift. Two very similar cams may produce significantly different results on the dyno.

Velocity stack length and exhaust system length vary with how one does the motor but the general velocity stack length one sees is 4.0" or shorter and exhaust systems of 1½" primary pipe from 29" to 33" are common with a 2.0" or larger collector up to 33" long.

Most Super Vee motors being Dyno'd on the west coast produce between 130 and 145 h.p. with the peak power between 7000 and 8000 r.p.m. Few people admit to turning their motors above 8000 r.p.m. regularly and fewer yet boast of any significant useable power below 5000 r.p.m.

In summary; the Volkswagen based type IV powerplant when properly prepared makes a sound and reliable racing engine, although possibly a bit finicky. The stories of Super Vee unreliability circulated in other classes of formula racing is for the most part wholey untrue and if one is looking for a more powerful class than Formula Ford without the cost of Formula "B" he need look no further than Super Vee, especially considering that Pro Super Vee races are held in every corner of the U. S., which even if you don't make any money legitimizes the income tax deductions.

(continued on page 21)

SUPER FORD

BY DICK COONEY

A new class of formula racing is emerging on the racing horizon at least the English horizon. The new class is to called Super Ford. Super Ford as it is presently proposed will be very similar to current Formula Ford rules with the main exceptions being as follows.

1. Use of the single overhead cam 1600 c.c. Ford motor.
2. Use of alloy wheel material
3. Use of racing tires.

The reason for this formula is primarily oversubscribed Formula Ford grids.

Super Ford is most likely a super idea for our English cousins.

As in the past, our classes of Formula cars have been closely patterned after the English rules and it is quite likely the S. C. C. A. will be pressured to adopt Super Ford as a class in this country in a year or so.

The problems of oversubscribed Ford grids are definately a problem in many areas today. Anyone who saw the 99 Formula Fords show up at a Riverside Regional awhile back could attest to this being a problem. Who wants to beat half the field and finish 48th?

The time is near for another class of "Budget" Formula Racing. Many competitors in Formula Ford have been in the class for three and four years. Although some would be happy to stay forever, most would like to move up. Unfortunately, here is another set of problems. F/B has become astronomically expensive with a prepared car with motor costing about $16,000. Super Vees, although more realistic in price, don't have enough competition at the amateur level to satisfy a seasoned Ford driver.

So as things may go, we could easily have "Super Ford" in S.C.C.A. by 1976.

To adopt the English cure once again would be a mistake. The choice of the 1600 c.c. S.O.H.C. motor has no value to an American competitor. Ford may back the formula in England, but based on the support, or lack of support, that Ford Motor Co. has given to F/F in this country it would seem stupid to utilize this motor in the U. S. It should be recognized also that the 1600 c.c. S.O.H.C. is not the engine used in the Pinto, and in fact is not even imported into the U. S.

Having acknowledged to some extent the need of another class of Formula cars in S.C.C.A., here is a proposal geared to solving our problems.

I propose a class of Super 1600 cc Formula cars. The motor rules would be aligned with those in effect in Super Vee. In other words, use stock parts but modify as you wish. A maximum of two 40 m.m. carburetors would be allowed and a maximum intake and exhaust valve size should be used. Any S.C.C.A. approved motor could be used ; ie, Datsun , Cortina, Toyota, Volkswagen, etc.

The reasoning behind these motor rules is as follows:

1. 2-40 m.m. carbs would control cost by not allowing fuel injection and equalize the performance of the various engines.
2. The common valve size would help equalize the performance of the various engines.
3. The "stock part" rule would control cost escallation by elliminating special or exotic parts.
4. The allowing of several motors would hopefully draw manufacturers into racing with contingency programs.
5. The allowing of several motors would open up more dealership sponsoring possibilities.

Chassis rules should be on current F/F rules with the following possible exceptions:

1. Controlled width wings could be allowed. These would add hi-speed stability to the cars, make them look better, give more ad space, and not add much to price.
2. Monocoque chassis could be allowed. these are considered safer and are stronger. They don't necessarily cost more to produce and as is evidenced in Super Vee, not necessary to win.
3. Wheel width of 8.0" could be allowed. This would allow the use of (continued on page 27)

RIVERSIDE REGIONAL

BY ED PITZ

RIVERSIDE FORMULA FORD

The local crowd enjoyed a two-week breather before returning to Riverside on Mar. 30-31 for the third Regional of the year. Dubbed the April Fool's Eve Races, the event attracted a large entry particularly in the formula classes and, for a change of pace, the 2.62 - mile NASCAR circuit was utilized.

Cal Club's rotation system dropped the Fords to last on the seven-race card. Practice incidents eliminated four machines, but the final lineup of 49 cars was the largest field so far this year.

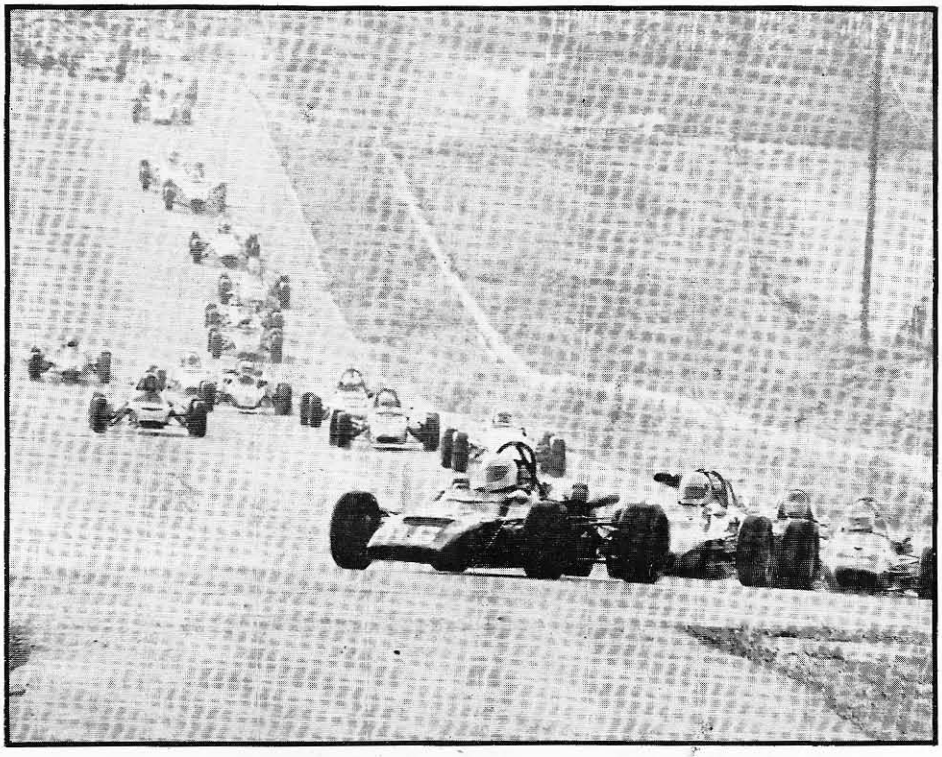
Nearly all of the top ten qualifiers were familiar names. On the pole was - you guessed it - Dennis Firestone driving a Crossle 25F at the behest of car owner Duane Chapman. Randy Carter took runner-up followed by Robin Jackson, Guy Ober (driving an elderly but potent Merlyn MKII), Jim Shopneck, Richard Shirey,Dwight Hampton, Steve Cook, Sam Nicolosi, and Ray Blomster.

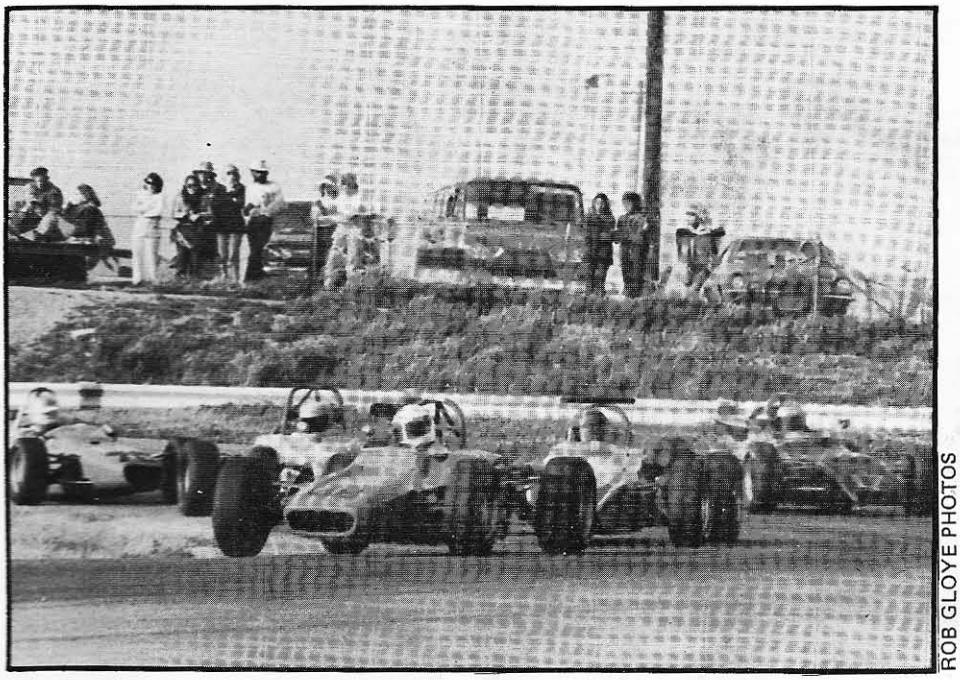
The start was an awesome sight but everyone kept cool and refrained from any first-lap heroics. Richard Shirey won the drag race into turn 9 to lead the first of 16 laps from Jackson, Firestone, Shopneck, Hampton, Carter, Cook, and Ober.

If the start was exciting, the early laps were beyond description. Firestone, Shirey, Shopneck, and Cook kept arriving at turn 9 two or three abreast. While they sorted themselves out, Jackson would streak by on the outside (his car stuck very well up there) and all but take the lead. Hampton and Ober were close behind and had a wonderful view.

Cook dropped from contention when he was black-flagged for trailing smoke on the fifth lap; the problem turned out to be oil spraying on the exhaust pipe.

At the halfway point, the leaders began encountering heavy traffic and Jackson began to build up a small lead. Shopneck and Firestone played leap-frog for second while Shirey and Hampton were staging a similar duel for fourth. Ober was now sixth just ahead of Scott Leslie who had charged up from the tenth row. Blomster, Nicolosi,Carter, and Bob Hunsaker (another mid-field starter) were arguing for eighth.





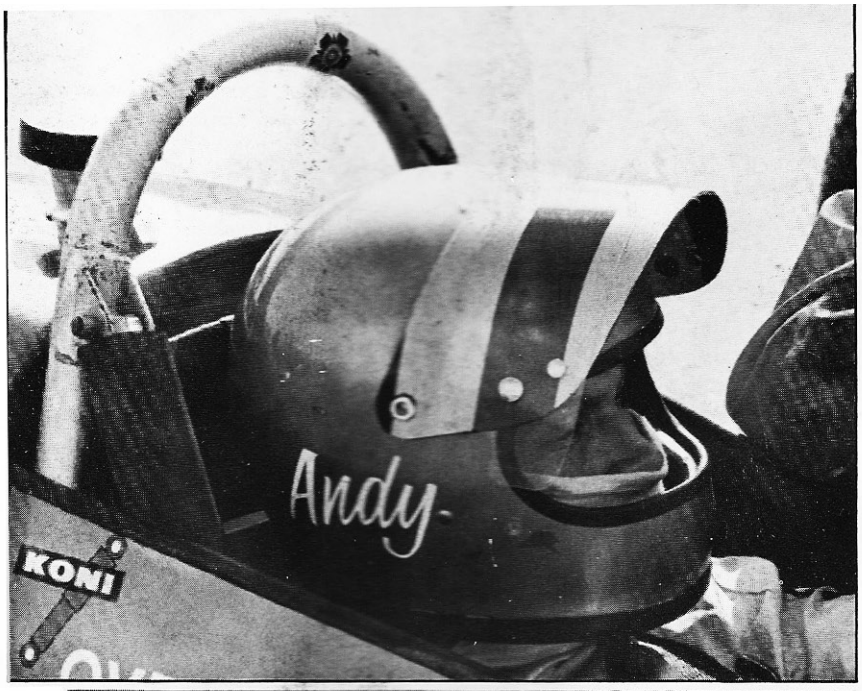
ROB GLOYE PHOTOS

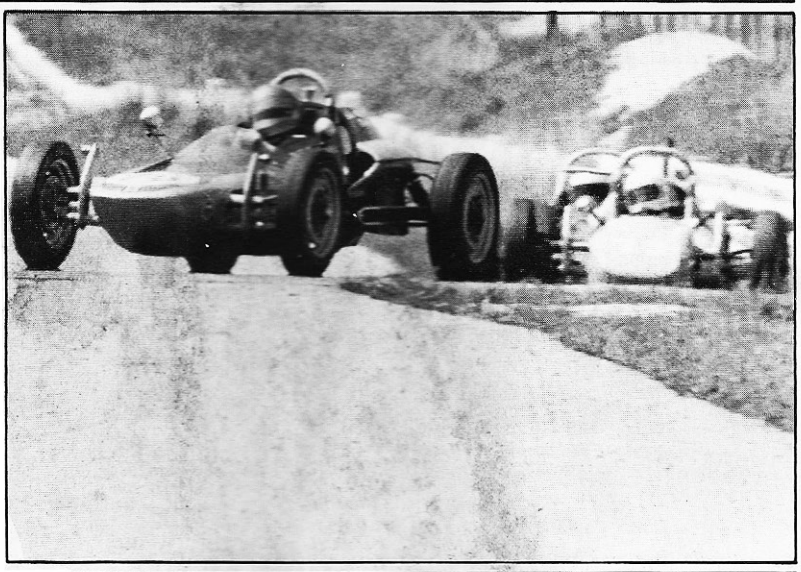
Jackson looked like sewing up his second Regional win but Shopneck closed the gap and took the lead with two laps to go. Jackson repassed on the penultimate lap but Shopneck was back in front on the last lap to win his first Regional by a few feet.

Firestone just made it to the finish for third, the engine having gone on three cylinders near the end. Shirey was a secure fourth after Hampton spun and retired on the 12th lap. Ober pulled out a small advantage on Leslie to take an excellent fifth place.

Blomster's seventh place was his best-ever while Nicolosi edged Hunsaker in a drag race for eighth. Dave Smith placed tenth ahead of Steve White, Steve Williams, Steve Madsen, and Al Seargeant, the latter driver improving considerably on his 34th starting position.

The points situation is as tight as it could be. Firestone and Shopneck lead with 13 points each with Jackson only one point in arrears. (continued on page 28)









ROB GLOYE PHOTOS

RIVERSIDE F/VEE REGIONAL

Andy Burgraff has won two races this year; the first was a walkaway but he had to work to win the second.

The start was an eye-opener with most of the front rows running four-abreast into the first turn. Pole-sitter Tommy Meredith led into the esses while Ray Stephens'. Formcar stormed up to third from the sixth row.

Andy Burgraff took the lead on the back straight and finished the first lap ahead of Meredith, Brad Grote, John Condren, Ray Stephens, Dick Murray, Bill Noblitt, Pete Sharland, Wayne Shalamunec, and Mike Haigh.

Burgraff, Grote, and Meredith broke away from the pack on the second lap when Condren started smoking badly; he pitted on the next round to find oil overflowing onto the exhaust pipe and he retired with oil pump troubles a few laps later.

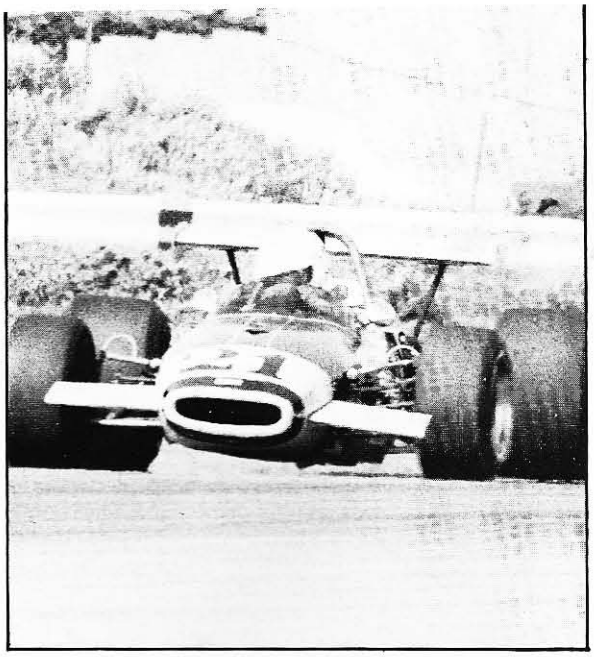
Stephens and Murray had a real go for fourth spot while Sharland moved up to oust Shalamunec from sixth. Haigh was holding off Woodward for eighth place. Roland Bauerle and Steve Murray were fighting over tenth but were being overhauled by a titanic battle between John Courtright,Dave Thompson, Jeff Alkana, Joe Abbamont, and Don Parker.

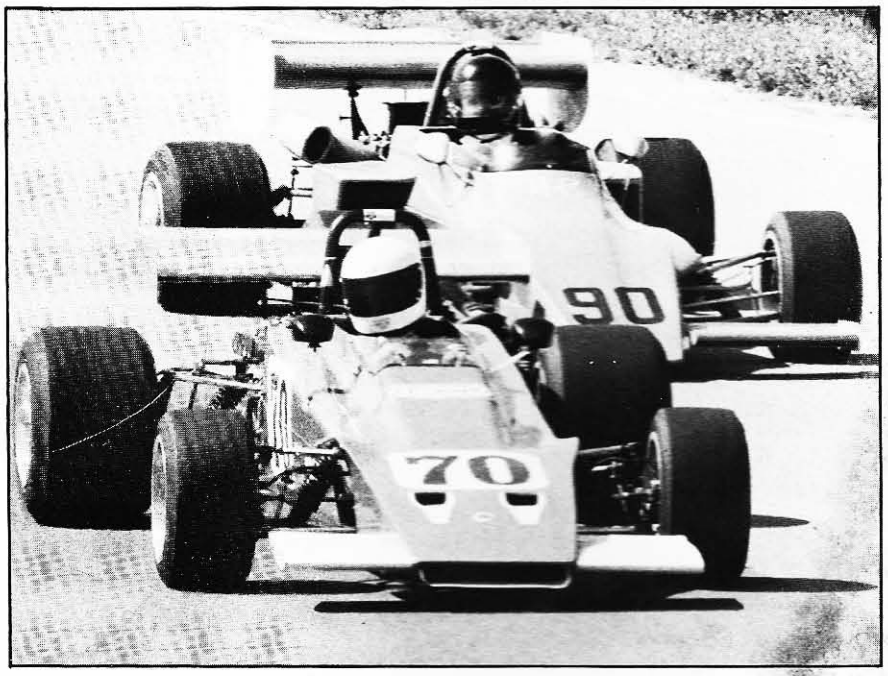
The three leaders were swapping places with bewildering rapidity. On lap six Burgraff led from Meredith and Grote Meredith led the next time around and, on the eighth tour, Grote pushed Burgraff down to third.

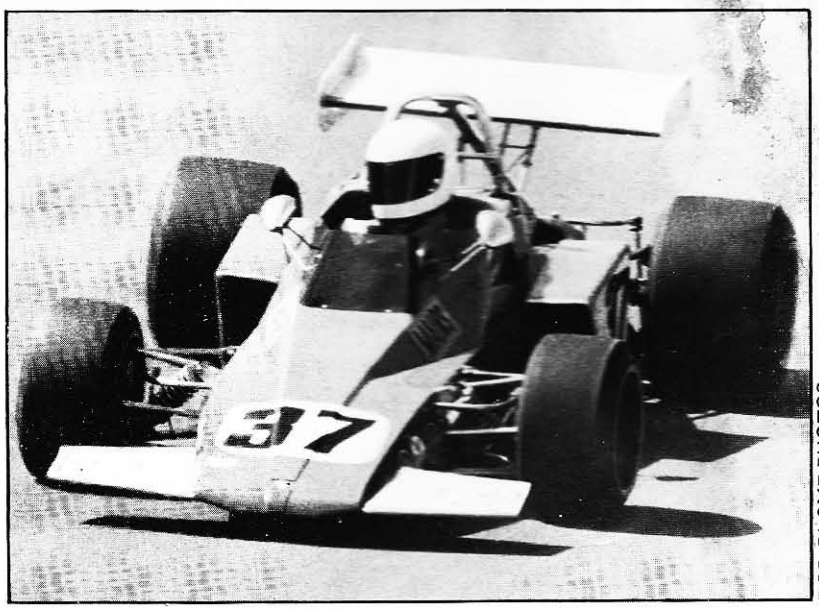
On the 12th lap, Burgraff and Grote came past with Meredith a few seconds behind. His Autodynamics had died on the back straight but Meredith quickly found the cause; the ignition cutoff switch on the rollbar had been switched off by some mysterious means.

At the start of the last lap, the first three were nose-to-tail, Meredith having regained the lost ground. Grote coasted to a halt at turn 6 when the fan belt broke ----- a cruel reward for his best-ever performance. Burgraff took the checker .01 second ahead of Meredith; the latter

(continued on page 28)







ROB GLOYE PHOTOS

RIVERSIDE F/SCCA REGIONAL

The F/SCCA event was a Lee Mueller benefit --- almost. Driving Jim Williamson's immaculate Brabham BT21, Mueller led from the start and pulled out a sizeable lead before the gearbox packed up on the 11th lap. Novice Don Snider went on the win at the wheel of his brother Archie's GRD B73.

Bill Mairs finished nine seconds down in second place after a lonely race. Ron Chiniquy's Lotus and Russ Mayberry's March had a fine battle for third, but the party was ruined when the March suffered engine trouble with three laps to go.

Bill Baker's Lola inherited the F/A win after Jim Gustafson's Lola retired only three laps from the checker. Gustafson was awarded third on class behind Eddy O'Brien's Lola.

Whitfield Haydon's Lola T252 led wire to wire in F/SV. Richard Simis drove his ex-Maka Royale to second while Ed Brewster's Tui was awarded third despite retiring in the closing stages. Eric Stromwell's Cooper was the sole finisher in F/C.

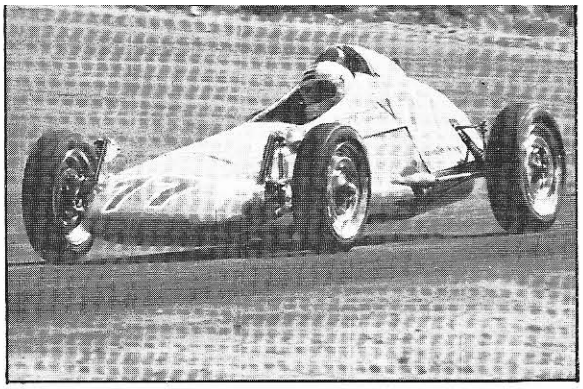
RIVERSIDE F/SCCA REGIONAL
MARCH 31, 1974

1. Don Snider	Snider GRD B73 F/B
	23m. 19.126s. (107.862 mpl
2. Bill Mairs	Mairs Racing Brabham BT40
3. Ron Chiniquy	Le Grand Race Cars Lotus 6
4. Jim Paul	Paul Winkelmann WDB4 F/B
5. Charlie Powell	Powell Lola T240 F/B
6. Whitfield Haydon	Haydon Lola T252 F/SV
7. Bill Baker	Baker Lola T300 F/A
8. Lloyd Wood	Wood Lotus 41 F/B
9. Richard Simis	Simis Royale RP9 F/SV
10. Eric Stromwell	Levon Sales Cooper F/C

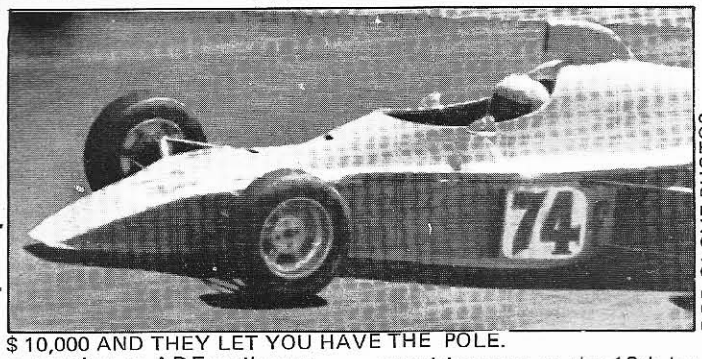
opposite page
ANDY KONI
WINNER ANDY BURGRAFF.
RICK ARMIJO'S DEFTLY MANEUVERED, BILATERAL POWER INDUCED WHEELSPIN'
COMING .... OR GOING .... CAN YOU TELL?

left
FRED AVERAGE, (LEE MUELLER) IN A BT21
RON CHINIQUY AND RUSS MAYBERRY BATTLE FOR THIRD.
BILL MAIR'S BT40





WILLOW SPRINGS NATIONAL 3/15/74



ROB GLOYE PHOTOS

$ 10,000 AND THEY LET YOU HAVE THE POLE.

BY ED PITZ

FORMULA FORD

The Easter Sunday Nationals at Willow Springs on March 14-15 turned out

The Easter Sunday Nationals at Willow Springs on March 14-15 turned out to be another top-notch weekend. Aided by good weather conditions and a fresh layer of pavement from turns 3 to 6, a high quality entry sent lap records tumbling.

The Ford qualifiers were confronted with the sight of two ADFs on the front row. Richard Shirey, having forsaken his Lotus once and for all, put his brand new machine on the pole at 1m. 29.437s. Tom Weichmann rented Dave Parke's works car for this event and was second fastest at 1m. 29.476s.

Having his first outing since Riverside, Johnny Kastner put the Jim Russell Merlyn up to third at 1m. 29.717s. Next up was Bob Earl who now runs a Bondurant School Royale with revised bodywork; his time was 1m. 29.776s. Dick Ferguson's Lola, top qualifier at 1m. 29.808s. in the first session, was unable to improve in the second and was demoted to fifth.

Points leader Dennis Firestone just missed breaking the 90-second mark, qualifying his Titan at 1m. 30.024s. Ron Dykes' Crossle and Dick Cooney's Merlyn were close behind at 1m. 30.466s. and 1m. 30.475s. Barry Blackmore's Lotus held the ninth slot at 1m. 31.149s. and Berry Brown's Crossle completed the top ten at 1m. 31.488s.

Anyone expecting an ADF walkover suffered a rude shock in those hectic opening laps. Weichmann beat Shirey, Earl, Kastner, and Firestone into the first turn, Kastner got as far as turn 5 where he lost a shouting match and spun down to dead - last.

Weichmann still led after one lap but Earl and Firestone had pushed Shirey down to fourth. The rest , led by Blackmore, Ferguson and Cooney, were held up by the Kastner incident and a few seconds in arrears.

Earl moved ahead on the second lap; Firestone took the que, picked off Weichmann, and overtook Earl at turn 8 only to be repassed by the Royale as they streaked past the pits.

That was only the second lap; The last 14 were just as hectic. Earl and Firestone kept up a rapid-fire passing game that prevented the ADFs from making a bid and the Titan and Royale finally broke the tow on the 10th lap. The scrap went all the way to the checker which greeted Firestone with his third National victory of the year. Earl, who had slipstreamed over the line first on several laps. Failed to get it together on the final round and settles for a very close runner-up.

The ADFs looked ready for the next places when a determined Ferguson, having made up a great deal of time, arrived on the scene and passed both cars with surprising ease on the 12th lap. His drive to third was his best performance yet this season.

Shirey just took fourth as Weichmann's final bid just failed by a few feet. Rick Paronelli's archaic McNamara climbed from the sixth row of the grid to engage in combat with Barry Blackmore, Berry Brown, and Dick Cooney. Paronelli beat the others to sixth place in the end while Cooney retired with a dud clutch on the 12th tour. Johnny Kastner's drive through the field carried him to an eventual ninth place ahead of Sam Nicolosi's Merlyn.

The most serious incident occurred on the 12th round when Randy Carter's Elden shed a wheel and flipped at turn 2; the car came to rest wrong side up and was badly damaged, but the driver escaped without injury.

Interestingly, the top finishers are now the points leaders as well. Firestone leads strongly with 33 points to Earl's 15 and Ferguson's 9.

WILLOW SPRINGS NATIONAL

APRIL 14, 1974

1. Dennis Firestone	KKW Titan MK6
2. Bob Earl	Bondurant / Huffaker Royale RP16
3. Dick Ferguson	Ferguson Lola T200
4. Richard Shirey	Hyper ADF II
5. Tom Weichmann	Automotive Developments ADF I
6. Rick Paronelli	Paronelli McNamara
7. Barry Blackmore	Darmou Lotus 69F

8. Berry Brown	Brown Crossle 25F
9. Johnny Kastner	Jim Russell Merlyn MK25
10. Sam Nicolosi	Nicolosi Merlyn MK25

WILLOW SPRINGS F/VEE

The Vees started the program on a very poor note. The green flag was followed quickly by the red flag after separate incidents in the first two corners eliminated eight cars.

Leading the 26-car field to the green was Bob Klinger's Kwic with a pole-winning time of 1m. 40.864s. Inactive since Riverside, Scott Dennisson's Caldwell was second at 1m. 41.443s. Herb Brownell's Zink was next up at 1m. 41.618s. In the 42s. bracket were Ron Woodward's Zink Brent Milner's Lynx, and the Bandidos of Jerry Barker and Gary Enoch. Stan Townes' Zink, Tim Kuykendall's Bandido and Andrew Burgraff's Beach led the remainder of the field.

Dennisson was swallowed up in the pack as Klinger, Woodward, and Enoch led into the first turn. Then the dust flew and Ed Shantz' Caldwell, Steve Morelli's Padugee, and Dain Gingerelli's Bandido finished their race on the spot. A few moments later, turn 2 looked like a junkyard; Stan Townes' machine was tossed into the air while Dennison, Woodward, Mike Billesbach's Bandido, and Richard Newsome's Blivitt were also involved.

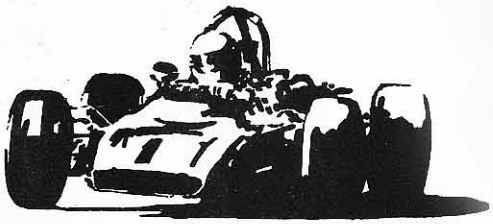
The restart was a considerable improvement, Klingler once again leading from Kuykendall, Brownell, Milner, Enoch, Barker, and the rest. Enoch quickly moved to second behind Klingler. The pair pulled away from the rest. Brownell slid off at turn 5 and lost eight positions. Undeterred, he fought back and, after five laps, he was at the head of a dice for third between Milner, Barker, Kuykendall and Bob Campbell's Brand X.

Back at the front, Klingler stayed ahead until the seventh tour when the Bandido took over for two rounds. Then the Kwic repassed and broke away to score its third consecutive National victory of the year.

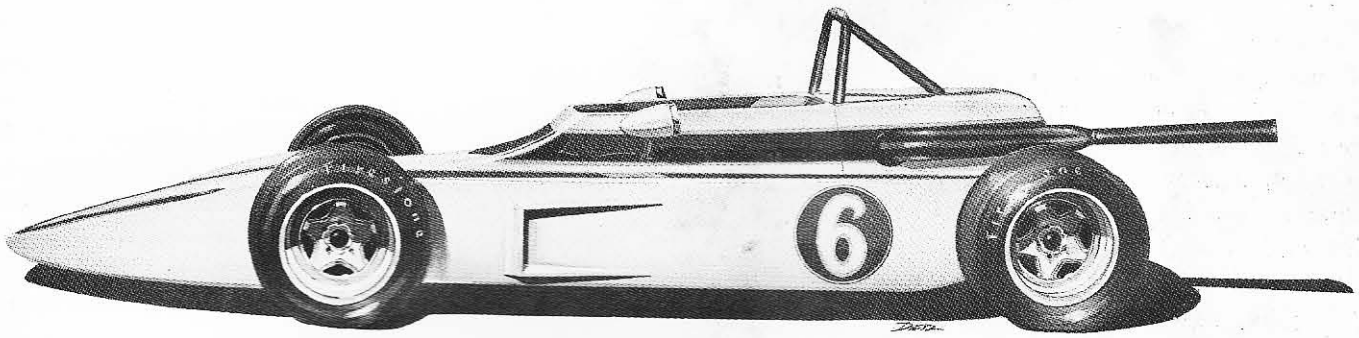
The battle for third evaporated early. Milner lost several laps when he stopped out on the circuit with mechanical problems. Brownell and Campbell entrenched themselves in third and fourth places while Kuykendall retired on the 10th lap. Barker was overhauled by Burgraff's Beach and Wayne Shalamunec's Kellison but the latter suffered a flat tire and left the others to argue over fifth; Burgraff took the verdict by what looked like the width of a fingernail.

WILLOW SPRINGS NATIONAL F/V
APRIL14, 1974

1. Bob Klingler	Wild Enterprises Kwic
2. Gary Enoch	Parkinson VW Bandido
3. Herbert Brownell	Mario's German Auto Repair Zink
4. Bob Campbell	Motor Sport Ltd. Brand X
5. Andrew Burgraff	Burgraff Beach
6. Jerry Barker	Barker Bandido
7. Pete Sharland	Sharland Kellison
8. Bill Adkisson	The Pre Grid Pumkin
10. Monty Anderson	Anderson Autodynamics

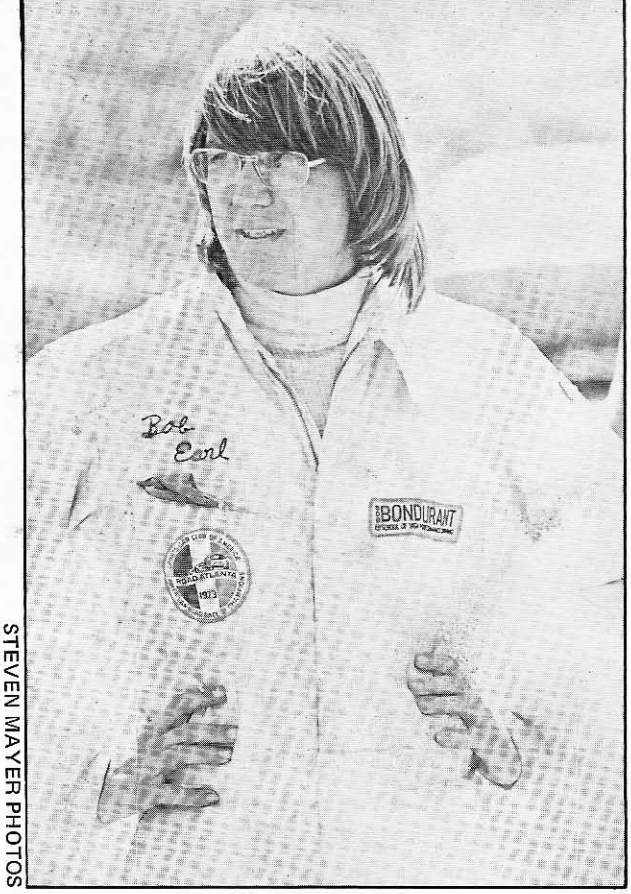


'A STAR IS BORN'

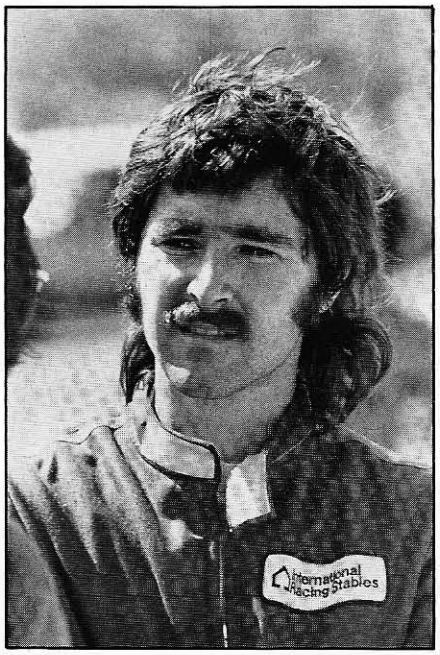


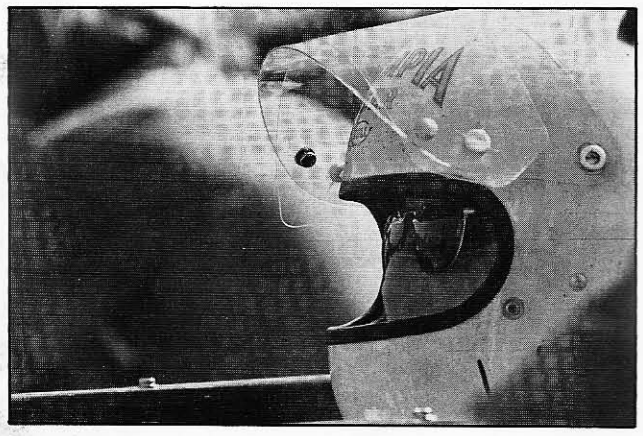
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STEVEN MAYER PHOTOS





SEARS POINT

BY ED PITZ

If season openers are anything to go by, the NorPac Division is going to have a great year. The first round at Sears Point on April 20-21 was a highly competitive weekend on a very demanding circuit amidst beautiful surroundings.

None of the winners had an easy time. Bob Klingler picked up his fourth straight Vee win after a long battle with Larry Wilson and Brent Milner. Merle Brennan took the F/SCCA event despite relentless pressure from Jon Milledge. Bob Earl captured the Formula Ford honors while Marty Loft set a new record and stayed in Earl's mirrors for most of the race.

The Vee opener drew a final grid of 24 cars and, judging from qualifying times, it appeared that Bob Klingler's Kwic would walk away from the rest. The So—Pac points leader's time of 2m. 00.79s. was considerably quicker than Dick Renard's 2m. 1.98s. and Larry Wilson's 2m. 2.27s. Klingler, however, predicted that Wilson would be his closest challenger.

At the start, Klingler forged ahead with Wilson's Zink moving up from the second row while Renard's Renson Fox dropped several positions. After three of the 15 laps, the field was falling into order although there wasn't much daylight separating the top 15 cars. Klingler's beautiful yellow bomb still led from Wilson, and Brent Milner's Lynx. Renard had dropped to sixth behind Gary Enoch's Bandido and Bill Deras' Lynx but was ahead of John Duttera's Autodynamics and Paul Johnson's Zink. Rich Newsome's Blivitt sporting a super-tape nose after its Willow Springs mishap, lay ninth ahead of Mike Cherry's Kellison.

Enoch's Bandido departed the scene on the fifth lap which allowed the three leaders to break away from the rest. Klingler continued to lead from Wilson and Milner, the trio running in a tight convoy. Deras, Renard, Duttera, and Johnson settled down to argue for fourth while Newsome dropped into a secure eighth place which he held for the rest of the race. Cherry did a nonsense at the hairpin on the sixth lap and dropped behind

Ted Rugala's Autodynamics and Stu Fisher's Lynx.

The first change among the leaders took place on the 11th lap when Milner's Lynx outbraked Wilson at the hairpin to take second. At the same time, Renard, who had slipped by Deras on the eighth lap, detached himself from the party and began closing the 5-second gap to the leaders.

As the battle for second warmed up, Klingler extended his lead rapidly and pulled out 5.6 second margin before the checker. Record lap with four wins and 36 points to his credit, his divisional title is virtually certain.

Meanwhile, second place was really hanging in the air. Wilson repassed the Lynx on the 13th lap with Renard only four seconds down and flying. On the penultimate lap, Milner pulled up alongside the Zink going into the hairpin and somehow stayed there all the way around the corner and up over the finish line where Wilson pulled ahead once again. On the final run into the hairpin, Wilson, Milner, and Renard were nose to tail; Renard made a desperate attempt to outdrag the Lynx to the checker and almost made it. Wilson took second place only .61 second ahead of Milner and Renard who were judged inseperable by the electronic timer.

The F/SCCA field was somewhat smaller with only 19 cars taking the pace lap. Heading the lineup was Jon Milledge in Archie Snider's F/B GRD which qualified nearly a second faster than Merle Brennan's F/A Matich. Bill Cooper's March 722 was on the second row with Gordin Strom's Brabham BT35 while Courtney Rood's BT29 and Warren Pauge's bat-winged BT21 comprised the third row. Rich Bradley's March 722 should have been next up but he nonstarted after pranging the hairpin wall during qualifying. Don Inferrera's F/A Lola T142 inherited Bradley's place on the grid while alongside Pete Halsmer's BT 29. Steve Jzmagian's March 722 was next ahead of Ron Southern's Brabham BT40 which suffered a broken cam early in qualifying.

Brennan surged into the initial lead with Milledge snapping at his heels and the pair quickly outdistanced the others. Bill Cooper's engine was misfiring badly and he dropped right down the field to retire on the seventh lap. Gordon Strom, harried by Pauge and Halsmer, moved into third although his task was a little easier after Pauge retired on the fourth tour. Rood was a couple of seconds down in fifth ahead of Southern whose rebuilt engine was lacking horses. Robert Hall's rapid March 722, a back row starter after missing qualifying, was up to seventh after only four laps.

At the halfway point, the Matich and GRD were as close as ever, Milledge's car suffering a damaged nose after an incident early in the race. Halsmer was still keeping Strom busy in the battle for third while Hull, who had overhauled Southern on the sixth lap, was about to give Rood the same treatment. Don Inferrera was holding off Steve Jzmagian for eighth.

Milledge all but settled the issue on the penultimate lap when he spun at the hairpin and lost several seconds. Brennan, however, eased right off on the final circuit, allowing the GRD to close the gap to .62 second as the two cars flashed by the checker.

Robert Hall took a fine third while Strom finished fourth, vowing to replace his three-year-old tires. Pete Halsmer was .67 second further behind after an excellent performance. Ron Southern reeled in Rood in the final laps but had to settle for seventh by .53 second.

It turned out that Brennan was a lucky winner for the Matich had lost fourth gear early on and received the checkered flag on two deflating tires.

The Fords, as usual, produced much drama right from the beginning. The stewards tried to disqualify Richard Shirey's ADF for illegal cockpit dimensions but, after much deliberation, the car was certified legal.

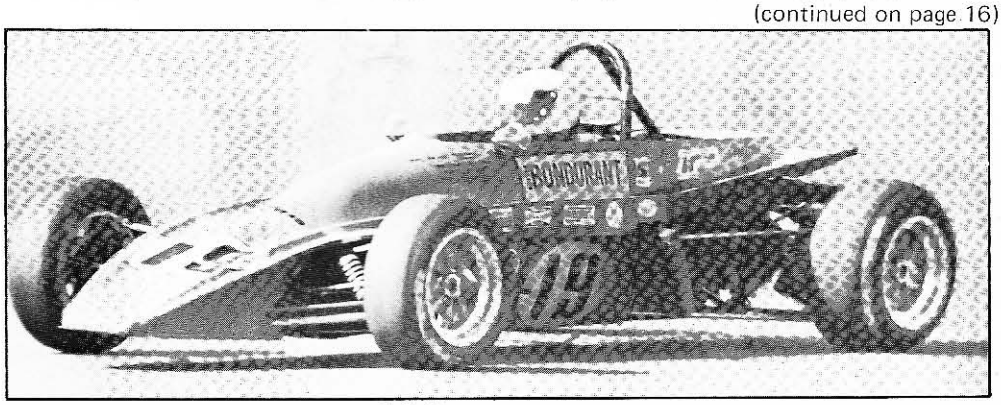
Bob Earl's Bondurant / Huffaker Royale set the pace in the opening session. His 1m. 49.21s. was well ahead of George Sabin's Olympia Titan at 1m. 51.48s. Bill Pugh's IRS Dulon was only .02 second slower followed by Dick Ferguson's Lola which clocked 1m. 52.58s.; it was Ferguson's first time on the circuit. Dennis Firestone's KKW Titan was timed at 1m. 53.14s. with Marty Loft's Olympia Titan just behind at 1m. 53.19s.

With the warmups over, everyone got down to business in the second session. The Olympia camp was a happy one after the timers gave Loft the pole at a sizzling 1m. 47.70s.; reliable watches caught him at 1m. 48.4s. Earl streaked around at 1m. 48.07s while Bill Pugh retained his third grid position at 1m. 48.55s. with Fireston just .06 second further down. Shirey shopped five seconds from his initial time, recording 1m. 49.40s. to take sixth. Ferguson oversteered his way to 1m. 49.62s. In the 50s. bracket were George Sabin, Ron Dykes' Crossle, and Bob Blackwood's new Lola; Blackwood, however, suffered clutch problems and went home for the rest of the weekend. Gene Mariani's Royale completed the top ten at 1m. 51.63s.

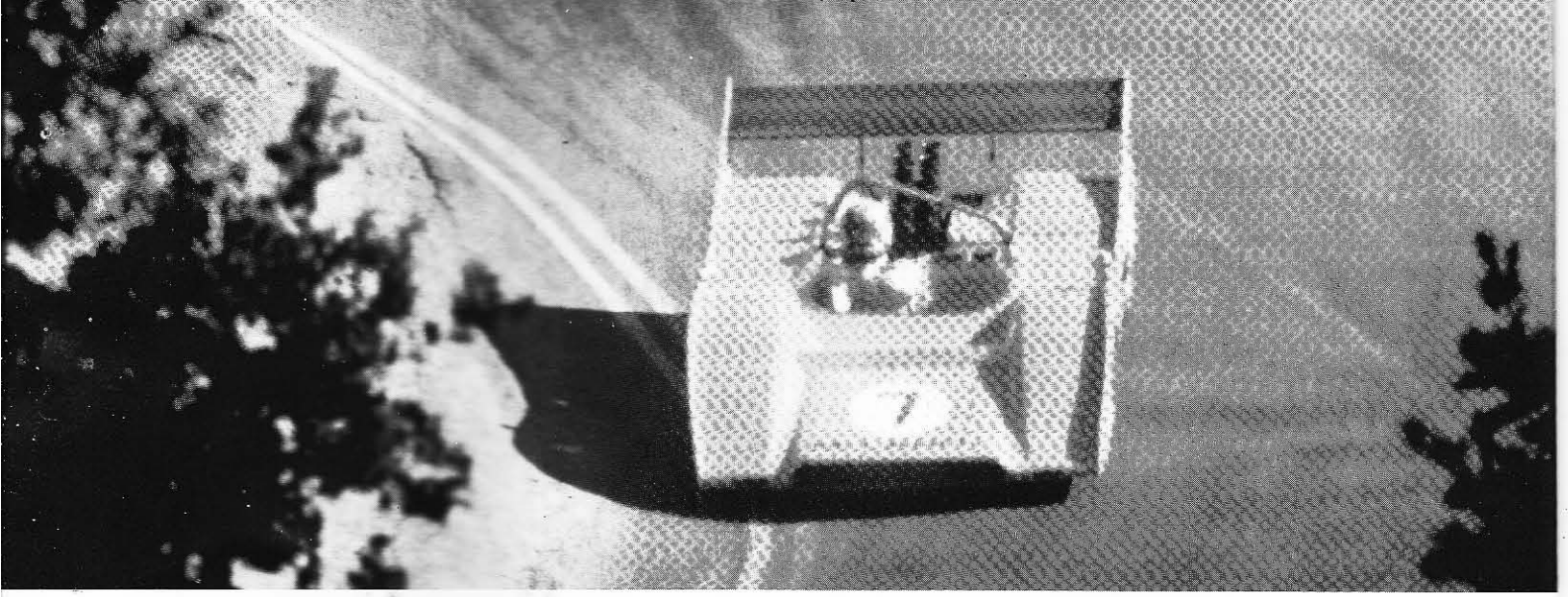
Two cars failed to join the lineup. Berry Brown's Crossle was badly damaged after hitting the hairpin wall on Saturday while Dwight Hampton's Merlyn broke a rod bearing.

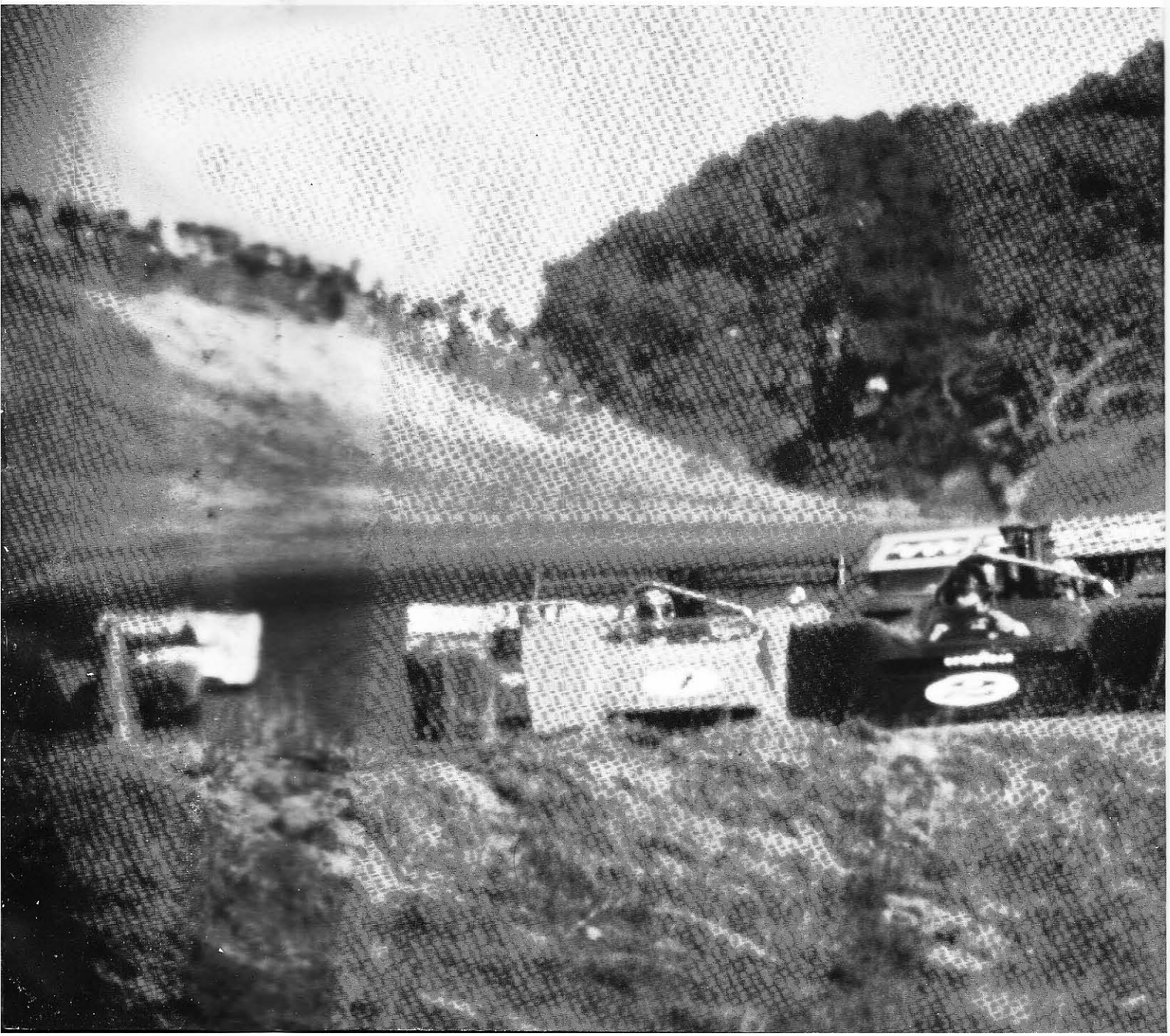
It was Loft who took command at the start with Earl falling in behind Pugh. Shirey was fourth ahead of Firestone and Ferguson and picked off the Dunlon well before the lap was over. Following the top six were Sabin, Dykes, David Putnam's Merlyn and Don Pepperdene's Le Grand. Mariani was back in 24th after hitting Putnam's exhaust pipe (it extends

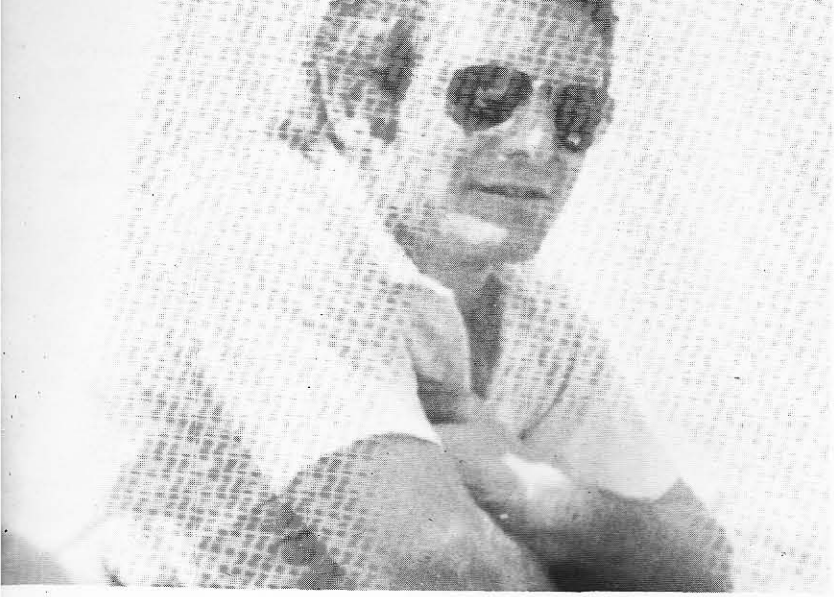
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BONDURANT'S MUCH MODIFIED ROYALE.



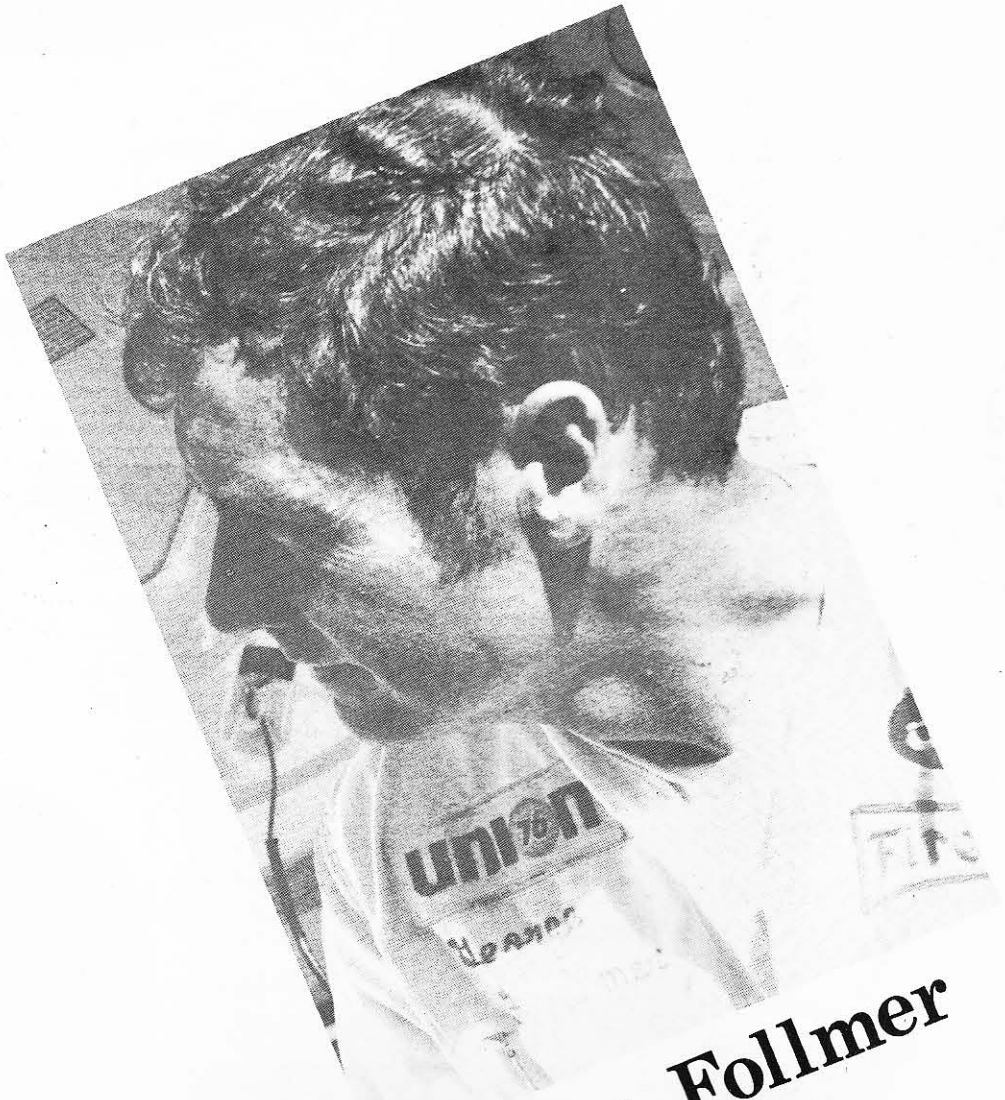






"The news that he had died instantly was a terrible shock to all of us, but who is to say that he had not seen more, done more and learned more in his twenty-six years than many people do in a lifetime? To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. It would be a waste of life to do nothing with one's ability, for I feel that life is measured in achievement, not in years alone"

-- Bruce Mclaren
A tribute to American Timmy Mayer, 1964.
An epitaph for American Peter Revson, 1974.



George Follmer

BY STEVE MAYER

George Follmer appeared at the Porsche-Audi dinner banquet at the 1974 SCCA National Convention in February. In his speech he had many things to say about SCCA, and about now much the club meant to him. Following the presentation of the STP Rookie of the Year award (to Al Holtbert), he spoke aptly on the difficulty of becoming a top flight driver. He said he had been lucky.

Also, concerning his NASCAR ride, he joked: "The SCCA drivers were not surprised that I went to NASCAR...they've always thought I was a stock driver all the time!"

Afterwards, in the following interviews, he spoke in a much different tone from the past, about racing and what it meant to him, and for someone in the twilight of his career, about the future.

(continued from page 13)

at least a foot behind the rear wheels) and spinning.

Earl took the lead on the third round with Loft, Shirey, Firestone, and Pugh close behind. Ferguson, Dykes, and Sabin were forming the second group although the Lola's engine was starting to go off and Ferguson pitted to retire a few laps later.

Shirey amused his followers by spining at the hairpin on the fifth tour and dropping to seventh; two laps later, the ADF joined the Sabin-Dykes dice for fifth.

Up front, Earl was gradually extending his lead but he was driving very hard to stay clear of Loft who was credited with a new lap record of 1m. 47.18s. The Bondurant Royale took the checker with 5.02 seconds in hand; perhaps this season will called the Dennis and Bob Show for Earl and Firestone have accounted for every National on the West Coast so far.

Loft took second only .9 second ahead of Pugh and Firestone. The Dulon making a successful last-lap bid. Shirey got the measure of Dykes and sabin in the race-long scrap for forth. Putnam finished eighth with Pepperdene 1.57 seconds further down, Rob McCormack's Crossle completing the top ten.

The prize-giving began immediately after the checker. Earl was saluted by spoon-waving turn crews on his victory lap and the hairpin corner workers presented him with a hot-fudge sundae; he's addicted to them. Merlyn driver Dennis Ritchie was flagged down by the turn 7 crew who presented him with an empty banana peel for his entrant, Bruce the Gorilla.

SEARS POINT NATIONALS
APRIL 21, 1974
FORMULA FORD

1. Bob Earl	Bondurant/Huffaker Royale RP16 28m. 24.63s. (83.84mph)
2. Marty Loft	Olympia Brewing/ Kendall Oil Titan MK6
3. Bill Pugh	Int'l Racing Stables Dulon MP15B
4. Dennis Firestone	KKW / Kendall Oil Titan MK6
5. Richard Shirey	Shirey ADF II
6. Ron Dykes	Crossle Cars Crossle 25F
7. George Sabin	Olympia Brewing/Kendall Oil Titan MK6
8. David Putnam	Putnam Merlyn MKII
9. Don Pepperdene	H&K Auto Repair Le Grand 10F
10. Rob McCormack	McCormack Crossle 20F

Fastest lap -- Loft -- 1m. 47.18s. (new record)

F/VEE

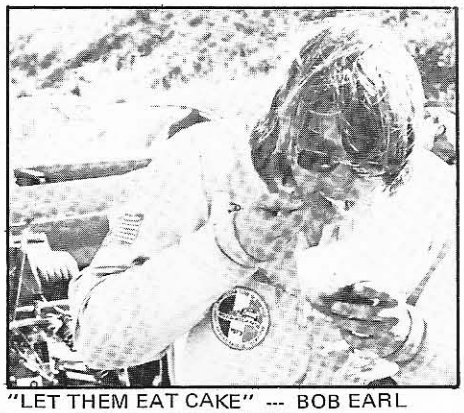
1. Bob Klingler	Wild Enterprises Kwic 30m. 25.04s. (74.65mph.
2. Larry Wilson	Wilson Zink
3. Brent Milner	Volks-Werks Lynx
4. Dick Renard	Renson Automotive Renson Fox
5. Paul Johnson	Johnson Zink
6. John Duttera	Duttera Autodynamics
7. Bill Deras	Del Monte Union Service Lynx B
8. Rich Newsome	H&K Auto Repair Blivitt
9. Stu Fisher	My Brothers Racing Lynx
10. Ted Rugala	Larry's Bug Shop AD MK 5B

Fastest Lap -- Klingler -- 2m.00.00s. (new record)

F/SCCA

1. Merle Brennan	Brennan Auto Matich F/A 27m. 59.89s. (87.34 mph)
2. Jon Milledge	Snider GRD 273 F/B
3. Robert Hall	Nor-Cal Aircraft March 722 F/B
4. Gordon Strom	Strom Brabham BT 35 F/B
5. Pete Halsmer	Anderson Brabham BT 29 F/B
6. Courtney Rood	Intermotor Brabham BT29 F/B
7. Ron Southern	Southern Racing Brabham BT40 F/B
8. Steve Jizmagian	Jizmagian March 722 F/B
9. Don Inferrera	D&A Racing Lola T142 F/A
10. David France	Scuderia France Surtees F/A
11. Tom Gouldstone	Gouldstone Brabham F/B
12. Bob Boyd	Boyd Lola T252 F/SV

Fastset Lap -- Milledge -- 1m. 4165s.



"LET THEM EAT CAKE" --- BOB EARL

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George, why aren't you running Formula One again this year?

I was going to do it, but I had made several requirements that I felt the team would have to have before it would be worth my time and money to go run again. I couldn't seem to get those things worked out, so I decided to do something else. I wasn't going to spend another year in Europe running at the back of the grid like it was in '73.

Last year with the Shadow was not very successful for you, primarily due to accidents. To what do you attribute these? Inexperience...

Mostly it was the mechanical breakage, the car breaking under me... The two other major incidents we had (besides Monaco) were both caused by brake-line failures.

Having driven Formula One and F5000 what comparison would you make?

Well, Formula 5000 is also becoming more sophisicated every year, and even last year, 1973, the Formula 5000 got to be quite a sophisicated car too, very similiar to a Formula One car. If you had a good field (F1 and F5000), you would have to have everything working well.

Was the Penske/Can-Am ride a substantial loss?

It was definitely a blow to me because I would've liked to have run the Can-Am again in the 917-30, as I would've liked to have driven it. Over and above that, it took money out of my pocket.

Well, speaking of money, are you taking a "wash" on the NASCAR program financially?

No, I don't think so. I really have got more races to do on the NASCAR program and most actually with greater purses than I would've have been running for in the Can-Am. Money-wise, it's probably better, it's also more difficult to win. If I ran the Can-Am I could probably be pretty sure I'd be able to win five races or so in a row, if I had the luck I had in '72. But that's hopefulness on my part. But in NASCAR few people win that many races in one year.

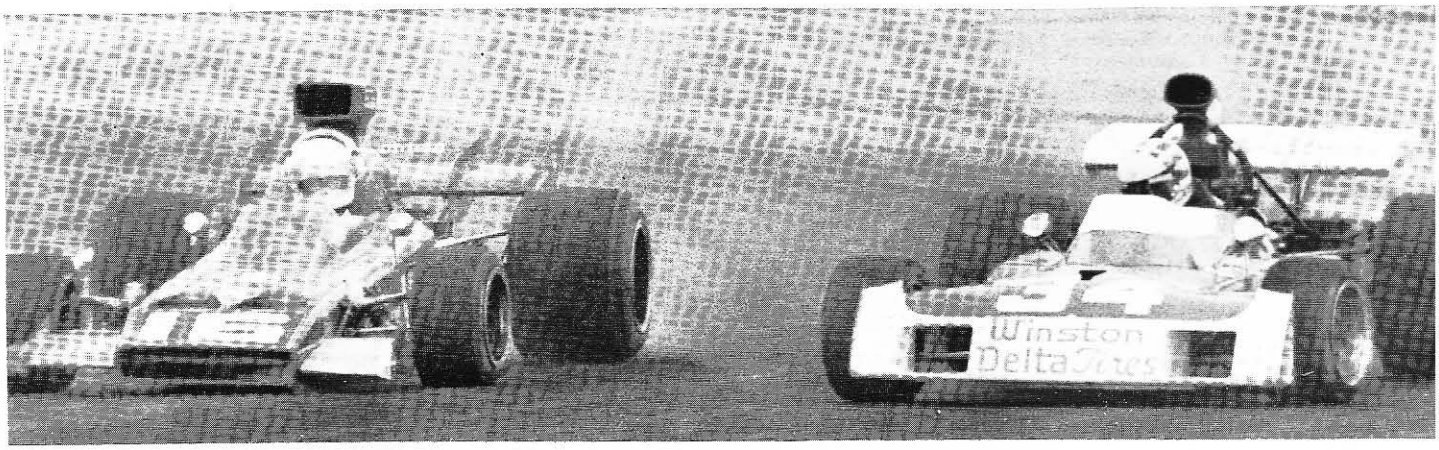
What is money and racing for you? Would you race for no money?

Well, I think there was a day that I would have raced for no money, and I still race for the fun of it. But I also devote all my time to the racing. It has to pay for me in order to support myself and my family, and I have to have an income from it. If I didn't have to race, if I was doing something else, and I still wanted to be involved with the sport, I could devote a lot of time to it as a hobby, and not get paid for it. Right now, I'm not in a position to do so.

Even though you're highly regarded by the European press, you have a bad reputation with the American corps. Where did this come from?

Well, I don't know. I guess some people are subject to reading what somebody else thinks, and not thinking to themselves.

Does it bother you that you're not on the "top drivers" list?



No, it doesn't bother me that much. I think I know what my abilities are, and what my capcity is, and that's really the only one I have to satisfy.

Then the press plays a small part for you, except for the publicity and recognition for the sponsors.

Mainly that, yes. They're not out there doing the driving and doing the competing, and this is what I'm doing, and I know where I'm not getting the job done. I'm the one who has to answer to myself, and I'm probably my own worst critic.

peting, could you beat Stewart, given equal machinery?

I think I cou.... I feel, I could run with him. I've run with him a little bit last year, without nearly the car, on the couple of occasions our car seemed to work a bit better than usual. The only thing you can judge it by, is how well you can stay with him. In some places, it was more of a question of getting out of his way, more than it was staying with him! But sometimes I was able to race.

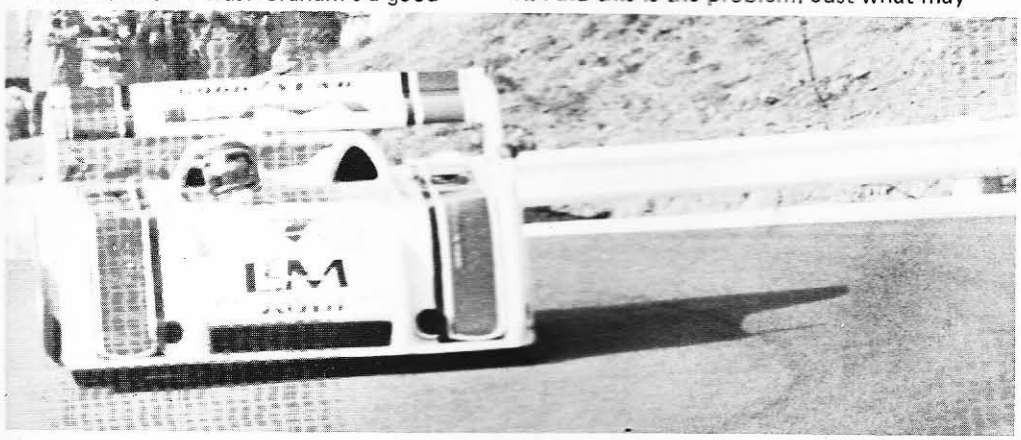
Again this demonstrates the fact that in Formula One, it's not just the driver. There are a lot of things that go into making a championship. He's got to have a car, engines, tires...the whole thing has to be right.

Why are you still racing at 40?

I feel I'm still able to race. I'm physically able to race, and I still enjoy racing. I was 30 years old before I stepped into a race car, so I haven't raced as long as most people have. My career is much shorter than most of them, and I've been a little more fortunate in being able to go further up the ladder in a shorter period of time than some of them have.

You realize you're referred to as the American verision of Graham Hill...

I didn't know I was! Graham's a good



competitor and he enjoys racing very much, and in fact his whole life is racing. He does it a lot, and he does not have any intentions of not racing. He enjoys it that much, and thats what he wants to do. A lot of people ask, why doesn't he quit. The man just doesn't want to.

I haven't done it as long as Graham has, but I don't feel I need to quit yet. I have several good years of competition ahead of me. As long as I'm competitive and physically able to be competitive, and still learning, I should continue.

Being a fierce competitor, how do you potitical aspects?

If you're going to run under a certain type of race, then you have to accept that sanctioning body's rules and regulations, and run accordingly, as they're running it. Having a preference doesn't really enter into it. If you're going to run stock car, you run NASCAR, an Indy car, USAC, Can-Am, SCCA, and so on. I can say that some organizations operate in some of their areas better then others, but they each have their good and bad points.

In a recent Autoweek interview, your attitude toward up-and-coming amateur drivers was interpreted as being condescending. Is this an accurate feeling?

The point I was making there, I think... was that so many of the drivers who are competing, say in Formula Ford or even in Super Vee, or any other class for that matter. or any other serious competitor, a fellow who has demonstrated that he has the skill, just never gets much opportunity to go any further. What I'm really criticizing maybe is our farm system. A fellow good in Formula Ford or Super Vee may never get a chance at a F5000 car, because he doesn't have the money himself to do it. And this is the problem. Just what may be a very talented and very, potentially capable driver who could represent America very strongly in Formula 1...but because he doesn't have the opportunities open to him, he'll never know. This is really the point I'm trying to make. There have been many, many, many drivers who've I've seen come along. Many started when I started, some started, some started later, some started before, who have dropped out for one reason or another. But I think if you went back and really found out why did that fellow stop racing, it was really because he couldn't put up with the the fact of not having sponsors, or money, or help getting the opportunities to go on. Like I said tonight, the guy has to have preseverance.

Someone recently proposed a challenge race for a top driver like yourself. pitting your skills against the top amateur American drivers in stock sedans or productions cars. Would you be interested in that sort of competition?

Well, I'm not interested, because there's no point in me to do it. The thing is, that if he (the promoter) wants to do something like that, let him apply that effort and that money to helping some potentially good, amateur or lesserknown driver to go into something, into a more noted series. That's where the real benefits will come. And if he can find someone who's worthy of of some support, someone he thinks is worthy of support, or maybe a committee thinks is worthy of support, let him use that money to help better that driver's opportunities...a more competitive car, or a more advanced series. Then he's getting something out of his money and then he's going to prove something. This is what we're trying to get anyhow, more opportunities for the fellows to improve themselves. And as it is right now in SCCA, there isn't any chance. It's really a negative uphill battle, and we all know it, but none of us like to admit it.

Would you like to do something like that, say, in the near future, perhaps?

I'd like to see some type of system to do something of this type, and I think it would be very, very worthwhile, and I think that it can possibly be developed through commerical money, because it isn't a lot of money as a rule, but it would certainly be a lot of help to a certain individual who was trying to come up.

This is the first time you've been heard to be concerned about racing and the future of it.

Well, it you look at it right now and take formula racing, I think there are only two American drivers who are "graded", myself and Peter Revson. Yet look at all the racing that's run in America. Look at all the participation that America has, and all the types of racing America has, and yet there are only two of us who are considered graded drivers. Granted, a lot of us don't need to go to Europe for good

racing, because we have good racing here. Still, there are those fellows who would like to race in Europe and like to represent America in Formula One competition, but it's very, very difficult for them to come over. If a European team is looking for a driver, the last person they look at is an American. That's very obvious by what you've seen in the last three years.

Then the future of an up-and-coming American drivers lies in Europe, perhaps in Formula Three.

Yes the experience he would be gaining is fantastic in Formula Three particularly in England. If you can survive and live through a Formula Three in England, you've accomplished a tremendous feat yourself. But the difficulty is, is that not very many of the fellows from America get that opportunity to go over there and race, and who also can make the sacrifices to go over there and race. If they have responsibilities, it makes it that much more difficult to go into the sport of motor racing because it takes so many sacrifices on the part of the individuals connected with it. It's relatively expensive to get involved.

You've been in racing a long time now, What directions are you heading...where are you going?

Where am I going? Right now, I've done just about everything there is to do in the sport. And I feel, as I said earlier, a good driver today to be a versatile driver...I'm going to try to complete a good program in my NASCAR Grand Nationals at this point. I would like to continue in that, until I've accomplished everthing there is to accomplish there. But at that point, I'd have to sit down and look around a bit and decide what I want to do, and how much then I want to race, because that governs what a fellow is going to do. Where he does, as to how much he wants to race, how many times, how hard. If you want to run a little bit and not a whole lot, perhaps you might do better to run a few races locally or something like that. Yes, could be back to club racing. If a guy's deeply involved in NASCAR, he's looking at 30 races a year, and that's a lot of races, when you consider that you're doing them all within about seven or eight months. A fellow to do Formula One has fourteen races, each one in a different country, every two weeks or so. Flying all over the world like that, that's another very hard, physically very hard circuit to follow. So a guy has to decide if he wants to work that hard, devote that much time to it. Maybe when he's older he doesn't want to do that.

Are you satisfied with what you've accomplished?

Yes, I have, I've had a good career. Not that I feel it's over by any means, but I think I've accomplished a great deal in a very, very short time. I think I've been able to be a factor, and a strong competitor in most of the series I've run. So from that, I'd say, I've done quite well.

Racing, in other words, has given you a lot, but you given a lot back to racing?

Well, I try to give something back to racing. It's given me a lot, and I've devoted a lot of time to it, and even after I've stopped driving I think I'll probably still be involved with racing in some capacity. I have a lot of experience and knowledge. I can give it back to racing, and help somebody coming up. Team manager. put a team together, run a car, own a car, there are a lot of things I could do. Administrative, officiate, a lot of things.

One last question, George, more about the mystic of racing. Is winning still everything to you?

It's the only thing.

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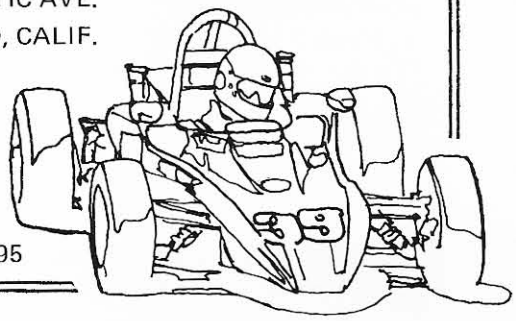
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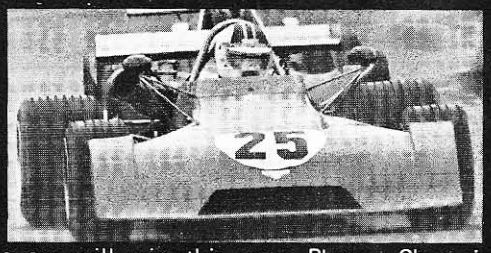
SUPER VEE TYPE 4

SUPER VEE MOTOR COMPONENTS BY V. W. PART NUMBER

PART NUMBER	DESCRIPTION
021 - 101- 025 B	Crank Case
022 - 105 - 271	Flywheel
021 - 105 - 101	Crankshaft
021 - 105 - 401 A	Rod
021 - 107 - 111 F/G	Piston
021 - 109 - 601	Intake valve 39 m.m.
022 - 109 - 601	Intake valve 41 m.m.
021 - 109 - 611 A	Exhaust valve (sodium) 34 m.m.
021 - 109 - 612 A	Exhaust valve (sodium) 33 m.m.
021 - 109 - 021 H	Camshaft - (stock)
021 - 109 - 309 E	Lifter
021 - 109 - 301 A	Pushrod
022 - 141 - 031 D	Clutch Disc
021 - 101 - 351 M	Head 1700
022 - 101 - 351 C	Head 1800 (large valve)
021 - 101 - 301 C	Barrell
021 - 101 - 403 A	Valve Guide - intake
021 - 101 - 417 A	Valve Guide - exhaust

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1972 March 722 Formula B complete with 1972 fresh Hart 416B carburettored engine, wings, etc. $5995.

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1971 Lotus 69 with FT200 gearbox, fresh 1971 big value Hart. $5250.

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1974 Supernova Tui BH4 Formula Super Vees. The latest development of the VW Gold Cup Championship with: Bertils or Zeitler engines $10,990 less engine but with gearbox, oil tank and exhaust. $7990.

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1973 Supernova Tui BH3 Formula Super Vee, ex-Bertil Roos with Bertils Motors engine. $7995.

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EUROPEAN CHAMPIONSHIP FOR FORMULA 2 DRIVERS

May 5	Pau, France
June 2	Salzburgring, Austria
June 9	Hockenheim, Germany
July 14	Mugello, Italy
Aug. 11	Karlskoga, Sweden
Aug. 25	Enna, Italy
Sept. 15	Albi, France
Sept. 29	Hockenheim, Germany
Oct. 13	Vallelunga, Italy
Oct. 27	Estoril, Portugal

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

May 19	Jyllandsringen, Denmark
May 27	Thruxton, England
June 2	Zandvoort, Holland
June 16	Misano, Italy
June 23	Mugello, Italy
June 30	Monza, Italy
July 14	Mallory Park, England
July 28 M	Mondello Park, Eire
Aug. 4	Silverstone, England
Aug. 18	Thruxton, England
Aug. 26	Brands Hatch, England
Sept. 8	Oulton Park, England
Sept. 15	Imola, Italy
Sept. 22	Casale, Italy
Oct. 6	Snetterton, England
Oct. 13	Mallory Park, England
Oct. 20	Brands Hatch, England

WORLD CHAMPIONSHIP FOR DRIVERS FORMULA 1

May 12	Belgian Grand Prix, Nivelles
May 26	Monaco Grand Prix, Monte Carlo
June 9	Swedish Grand Prix, Andersdorp
June 23	Dutch Grand Prix, Zandvoort
July 7	French Grand Prix, Dijon
July 20	John Player (British) Grand Prix, Brands Hatch
Aug. 4	German Grand Prix, Nurburgring
Aug. 18	Austrian Grand Prix, Osterreichring
Sept. 8	Italian Grand Prix, Monza
Sept. 22	Canadian Grand Prix, Mosport
Oct. 7	United States Grand Prix, Watkins Glen

1974 IMSA VW GOLD CUP SCHEDULE

May 4	Lime Rock Park, Lime Rock, Conn. (Trans-Am)
June 9	Sanair International, Montreal, Que. (Trans-Am)
July 7	Road Atlanta, Gainesville, Ga. (Can-Am)
July 14	Watkins Glen GP Course, Watkins Glen, N.Y. (Can-Am/Six Hour)
Aug. 25	Road America, Elkhart Lake, Wis. (Can-Am)
Oct. 5	Watkins Glen GP Course, Watkins Glen, N.Y. (U.S. GP)

1974 SCCA VW GOLD CUP

Apr. 21	Road Atlanta
May 12	Laguna Seca Raceway
May 19	Ontario Motor Speedway
June 30	Mid-Ohio Sports Car Course
Sept. 2	Lime Rock
Sept. 2	Lime Rock Park
Dec. 1	Daytona International Speedway

NON-CHAMPION FORMULA 1 RACE

Aug. 25	Swiss Grand Prix, Hockenheim, Germany

FORMULA 5000 CHAMPIONSHIP OF AMERICA

June 2	Mid Ohio
June 16	Mosport
July 28	Road America
Aug. 18	Watkins Glen
Sept. 2	Ontario
Oct. 27	Riverside

AMATEUR

SOUTH EAST DIVISION SCHEDULE NATIONAL RACES

May 4/5	Road Atlanta
June 15/16	SIR
Aug. 10/11	Road Atlanta

REGIONAL RACES

May 25/26	Palm Beach International Raceway
June 8/9	TBA
June 22/23	Palm Beach International Raceway
June 22/23	Road Atlanta
June 29/30	Virginia International Raceway
July 27/28	TBA
Aug. 24/25	Virginia International Raceway
Aug. 24/25	TBA
Sept. 21/22	Road Atlanta
Sept. 28/29	Palm Beach International Raceway
Oct. 5/6	TBA
Oct. 5/6	Virginia Internation Raceway
Nov. 16/17	Palm Beach International Raceway
Dec. 7/8	TBA
Oct. 27 - Nov 3	Road Atlanta Run Offs

NORTHERN PACIFIC DIVISION NATIONAL RACES

June	15/16	Portland Int. Raceway
	29/30	Laguna Seca
July	27/28	Seattle Int. Raceway
Aug.	10/11	Seattle Int. Raceway
	24/25	Portland Int. Raceway
Sept.	7/8	Sears Point Int. Raceway

REGIONAL RACES

May	11/12	Portland Int. Raceway
	18/19	Seattle Int. Raceway
June	1/2	Laguna Seca
	15/16	Portland Int. Raceway
July	13/14	Sears Point
	20/21	Portland Int. Raceway
	27/28	Seattle Int. Raceway
Aug.	17/18	Sear's Point
Sept.	14/15	Seattle Int. Raceway
	28/29	Laguna Seca

DRIVERS SCHOOL

May	11/12	Portland Int. Raceway

Oct.	12/13	Laguna Seca
Nov.	2/3	Laguna Seca

TENTATIVE CENDIV SCHEDULE

NATIONAL RACES

May	11-12	NE Michigan/Sag V-Grattan
June	1-2	Milwaukee-Blackhawk
	15-16	Chicago-Road America
	29-30	Indiana NW - IRP
July	13-14	Land O'Lakes-Donnybrooke
	20-21	Detroit
Aug	3-4	W Michigan-MIR or Grattan
	17-18	Blackhawk-Blackhawk Farms
	31-9/1	Cincinnati-Mid Ohio
Sept	7-8	NEOhio-Nelson Ledges
	21-22	Indianapolis-IRP

REGIONAL RACES

May	4-5	South Bend - IRP
	11-12	Chicago-TBA
	18-19	Blackhawk-Blackhawk
	25-26	Land O'Lakes-Donnybrooke
June	1-2	Indianapolis-IRP
	8-9	Detroit-Waterford
	22-23	NEOhio-Nelson Ledges
July	6-7	Chicago-TBA
	6-7	West Mich-Grattan
	6-7	Blackhawk-Blackhawk
	13-14	NEMich/Sag V-Waterford
	20-21	South Bend-Blackhawk
	27-28	Cincinnati-IRP
	27-28	NEOhio-Nelson Ledges
Aug	10-11	Chicago-Blackhawk
	24-25	Fort Wayne-Blackhawk
	31-9/1	Indiana NW-Blackhawk
Sept	7-8	West Michigan-Grattan
	7-8	Land O'Lakes-Donnybrooke
	14-15	Blackhawk-Blackhawk
	14-15	Chicago-Road America
	28-29	Land O'Lakes-Donnybrooke
Oct	5-6	West Ohio-IRP
	12-13	Milwaukee-Blackhawk

DRIVER SCHOOLS

Apr	20-21	Indianapolis-IRP
	27-28	Detroit-Waterford
May	4-5	Chicago-Blackhawk Farms
	18-19	Milwaukee-Road America
	25-26	Land O'Lakes-Donnybrooke
June	1-2	West Michigan-Grattan
	8-9	Ohio Valley-Mid-Ohio
Aug	24-25	NEOhio-Nelson Ledges
Sept	28-29	Land O'Lakes-Donnybrooke
Oct	19-20	Blackhawk Valley-Blackhawk Farms

SOUTHERN PACIFIC DIVISION

NATIONAL RACES

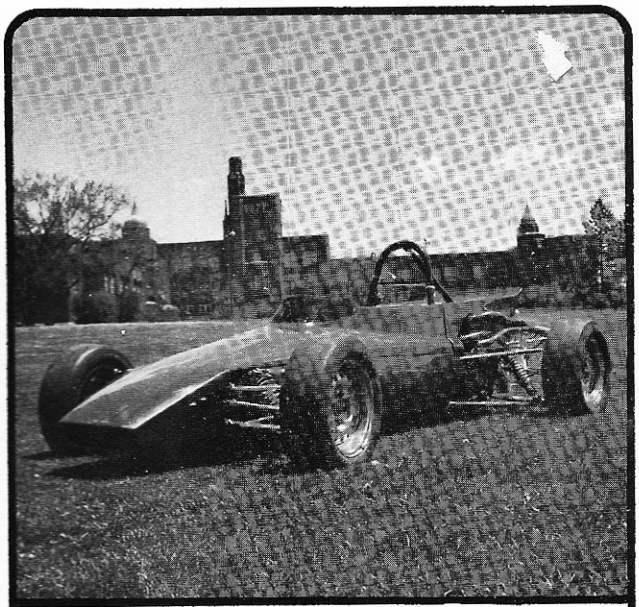
May	25-26-27	RIR
Aug.	17-18	RIR
Sept.	21-22	Phoenix Int. Raceway

REGIONAL RACES

Jan.	26-27	Holtville
Feb.	8-9-10	RIR
March	2-3	RIR
	30-31	RIR
May	11-12	Phoenix (restricted)
	25-26-27	RIR
June	15-16	Bonnaville, Utah
July	13-14	RIR
Sept.	14-15	RIR
Oct.	5-6	Willow Springs
	19-20	Holtville
	26-27	Phoenix
Nov.	9-10	RIR
	16-17	Holtville
	30-12/1	Holtville
Dec.	7-8	Willow Springs

DRIVERS SCHOOLS

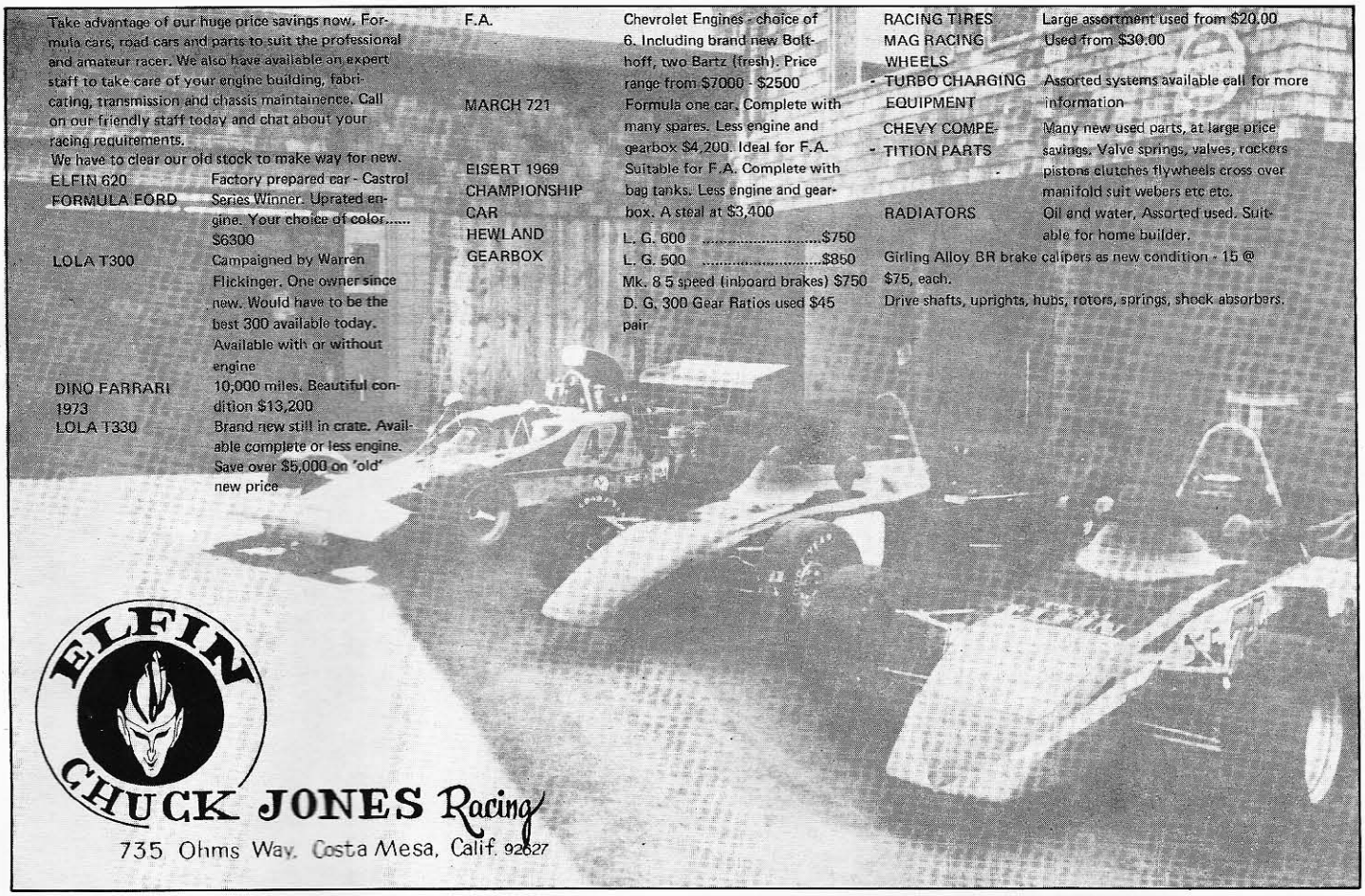
Feb.	23-24	Willow Springs
March	16-17	RIR
May	4-5	RIR
July	27-28	RIR
Aug.	24-25	RIR
Oct.	19-20	Holtville
Nov.	16-17	Willow Springs
	30-12/1	Holtville



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EUROPEAN RESULTS

QUALIFYING

1.	Teddy Pilette	1:31.8	Chevron B28
2.	Peter Gethin	1:32.8	Chevron B28
3.	Brian Redman		Lola T332
4.	Bob Evans	1:33.8	Lola T332
5.	Ian Ashley	1:34.2	Lola T330
6.	Vern Schuppan	1:34.8	Trojan

FINISH

1.	Brian Redman	Lola T332
2.	David Hobbs	Lola T330
3.	Ian Ashley	Lola T330
4.	Damien Magee	Lola T330
5.	Lella Lombardi	Lola T330
6.	Bob Evans	Lola T332

STP CHAMPIONSHIPS F/F

RACE RESULTS: SILVERSTONE

STP Formula Ford -- Heat 1

1.	Mike King	Lola T340
2.	Geoff Lees	Royale RP16
3.	Doug Bassett	Alexis MR23F

STP Formula Ford – Heat 2

1.	John Murphy	Hawke DL11
2.	Mike Young	Van Diemen
3.	Jim Walsh	Merlyn

RACE RESULTS: MALLORY PARK

Heat 1

1.	Stephen South	Ray 74F
2.	David McPherson	Merlyn
3.	Danny Burritt	Titan

Heat 2

1.	Syd Fox	Hawke DL11
2.	Gordon Smiley	Merlyn MR25
3.	Graham Cuthbert	Van Diemen

Heat 3

1.	Patrick Neve	Lola T340
2.	Richard Hawkins	Dulon MP15B
3.	Phil Dowsett	Titan

BOC F/F CHAMPIONSHIP FINAL

1.	Patrick Neve	Lola T340
2.	Syd Fox	Hawke DL11
3.	Gordon Smiley	Merlyn MR25

RACE RESULTS

BRANDS HATCH; ENGLAND --- ROUND 5

ROTHMAN'S F-5000 CHAMPIONSHIP APRIL 15, 1974

QUALIFYING

44.2	M. Wilds	Chevron B28
44.3	T. Pillette	Chevron B28
44.5	B. Evans	Lola T332
44.5	P. Gethin	Chevron B28
44.8	T. Belso	Lola T330
44.9	B. Redman	Lola T332
45.1	I. Ashley	Lola T330
45.3	D. Hobbs	Lola T330

FINISHING

Bob Evans	Lola
Brian Redman	Lola
Ian Ashley	Lola
Peter Gethin	Chevron
Vern Schuppan	Trojan
Mike Wilds	March March
Teddy Pillette	Chevron
Lella Lombardi	Lola

TATE TROPHY FORMULA FORD RUFFORTH

Finishing Results

1.	Jose Ferreira	Elden
2.	Mick Starkey	Merlyn
3.	Jim Wickiser	Elden

VOLKSWAGEN FORMULA SUPER VEE -- SILVERSTONE

Finishing Results

1.	Chris Barnett	Royale RP18
2.	Bruce Venn	Elden MR14
3.	Peter Munro	Royale RP14
4.	Chris Smith	Crossle 24F
5.	Steve Tipping	Supernova Tui

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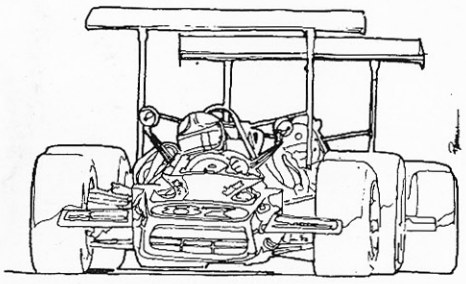
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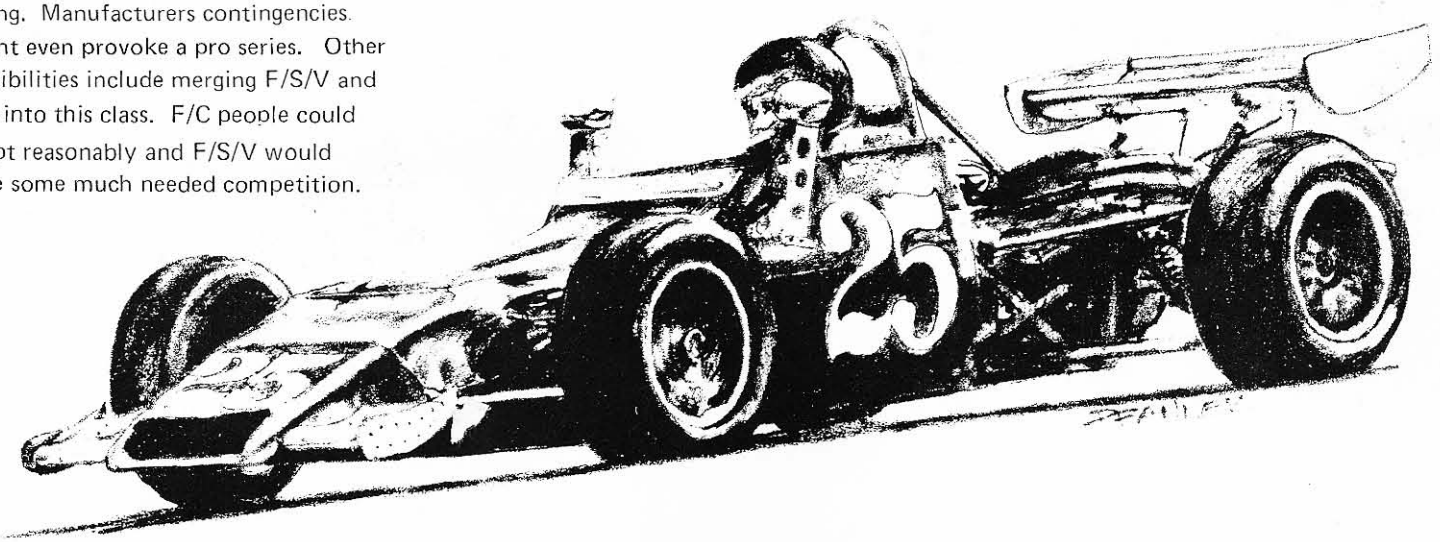
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(continued from page 6)

reasonably wide tires which could aid handling and appearance without getting into the high price tag of special 14" castings as in F/B.

Future potential of this class would exceed anything currently run in amateur racing. Manufacturers contingencies might even provoke a pro series. Other possibilities include merging F/S/V and F/C into this class. F/C people could adapt reasonably and F/S/V would have some much needed competition.

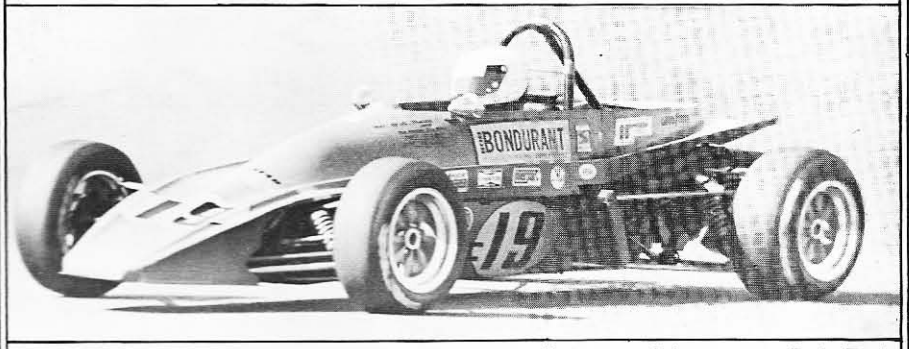


The motors would produce about 150 h.p. which should put Super 1600 about half way between F/B and F/F. Many of the current F/F chassis would be excellent for upgrading to this new formula. Even the original F/F Cortina Motor, which due to the uprated obsoleting it, could be revived in Super 1600.

I realize that in all parts of the country this new formula may not be necessary. I also appreciate the problem of making a large group happy with any specific set of rules. Everyone has his own interests to satisfy. The problems of an organization accepting any new class when they can't get rid of a class such as F/C are very difficult. But if we don't put forth proposals that are geared to solving the problems that are specific to American Formula Racing, we will undoubtedly end up with a fucked-up version of the English Super Ford.

So if you like our idea for Super 1600 let us know, if you don't let us know what could improve it. Also let us know if you prefer the English Super Ford. We will attempt to forward your comments to Denver.

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Driver and instructor Bob Earl

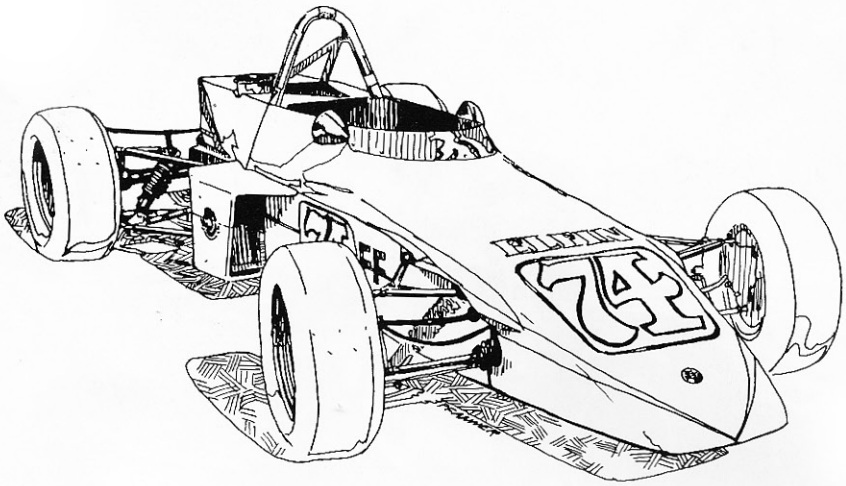
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RIVERSIDE REGIONAL

(continued from page 7)

RIVERSIDE F/FORD REGIONAL
MARCH 31,1974

1. Jim Shopneck	Cannon Headers Titan MK6 25m. 21.6s. (99.178mph)
2. Robin Jackson	Swanson Motor Racing Royale RP16
3. Dennis Firestone	Chapman Crossle 25F
4. Richard Shirey	Hyper Lotus 61
5. Guy Ober	Ober Merlyn MK II
6. Scott Leslie	Corsaro Produce Winkelmann WDF2
7. Ray Blomster	Blomster Le Grand 10F
9. Bob Hunsaker	Jamestown Motor Center Merlyn MK24
10 Dave Smith	Smith Titan MK4

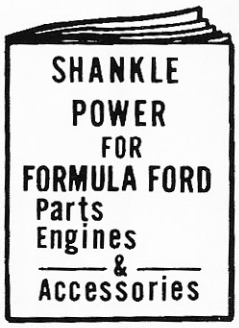
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driver said that he didn't realize it was the final lap.

Pete Sharland finished third by just over 32 seconds. Shalamunec took fourth ahead of Dick Murray, Stephens, and Woodward after a fine scrap. Next came the tremendous mid-field battle with Roland Bauerle just winning out over Steve Murray, Thompson, Alkana, Abbamont, Parker, and Courtright; only a couple of seconds covered the lot.

RIVERSIDE F/VEE
MARCH 31, 1974

1. Andy Burgraff	Burgraff Racing Beach 28m. 51.858s. (87.139mph)
2. Tommy Meredith	Meredith Autodynamics
3. Pete Sharland	Sharland Kellison
4. Wayne Shalamunec	Sierra Porsche-Audi Kellison
5. Dick Murray	Murray Bandido
6. Ray Stephens	Stephens Formcar



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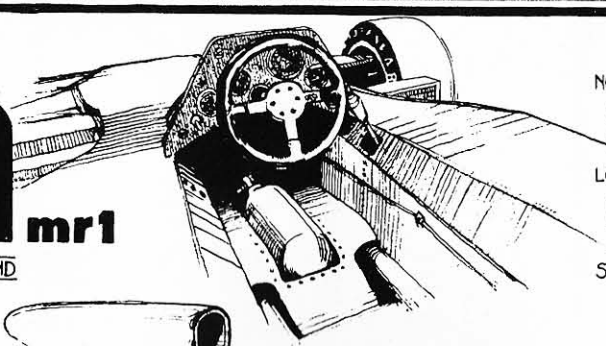
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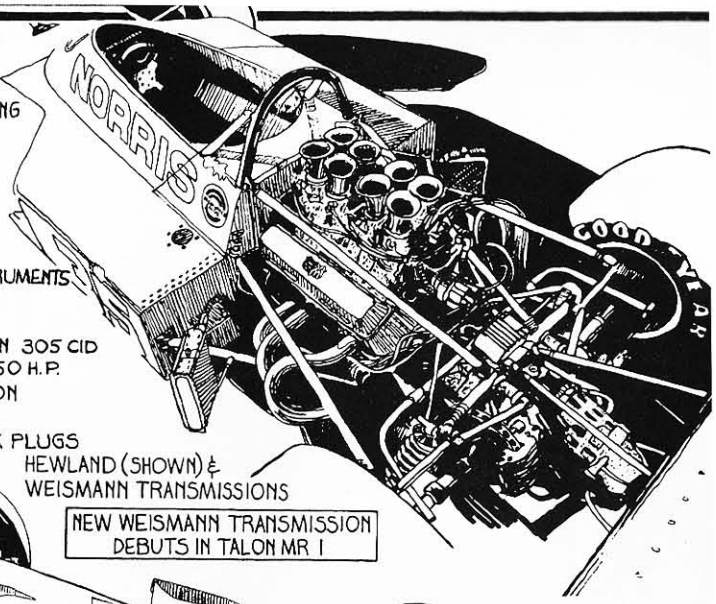
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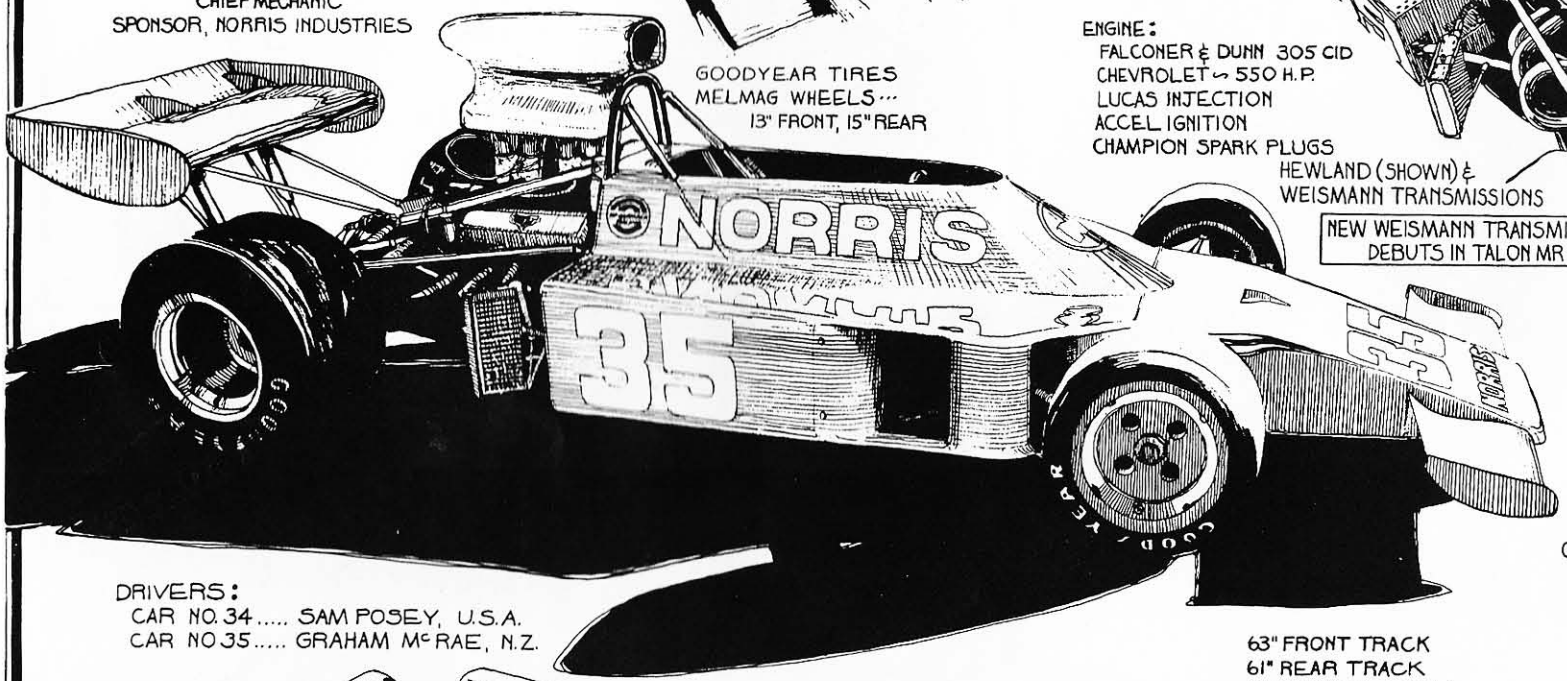


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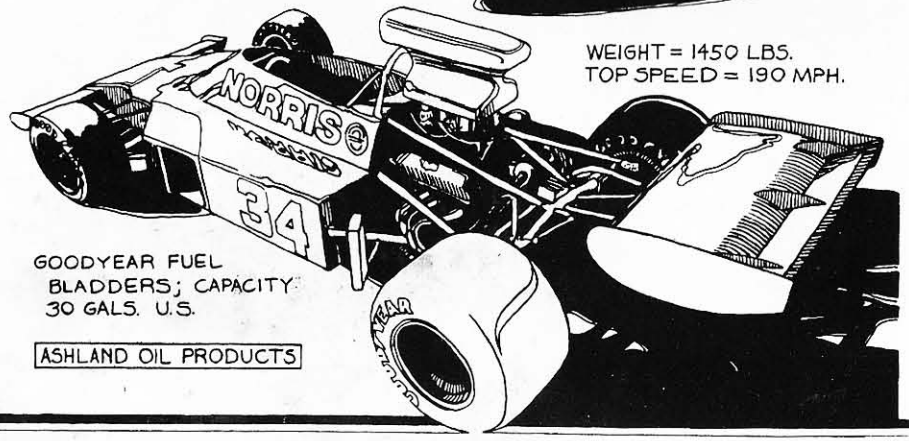


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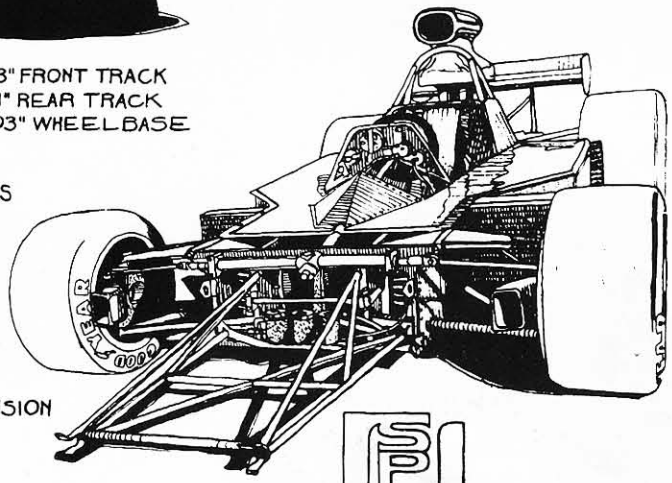


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ENGLISH CHAMPIONSHIP STANDINGS

British Oxygen Formula Ford Championship

1.	Bernard Vermilio, Van Diemen	27
2.	Richard Hawkins, Dulon MP15B	20
3.	Syd Fox, Hawke DL 11	17
4.	Patrick Neve, Lola T340	16
5.	Mike Young, Van Diemen	16

Wella Formula Ford Championship

1.	Richard Morgan, Ray	33
2.	Tiff Needle, Elden MK10	21
3.	Syd Fox, Hawke DL 11	12
4.	Peter Orlando, Merlyn MK20	9

BRITISH OXYGEN FORMULA FORD CHAMPIONSHIP
WELLA FORMULA FORD CHAMPIONSHIP
TOWNSEND THORESEN FORMULA FORD CHAMP–IONSHIP

1.	Roy Klomfass, Hawke DL 11	9
2.	Jorge Koechlin, Merlyn MK20	6
3.	Rob Wicken	4

STP FORMULA FORD CHAMPIONSHIP

1.	Gordon Smiley, Merlyn MK25	18
2.	Richard Hawkins, Dulon MP15B	12
3.	Patrick Neve, Lola T340	11
4.	Mike Young, Van Diemen	9
5.	John Murphy, Hawke DL 11	9

CHAMPIONSHIP POINTS

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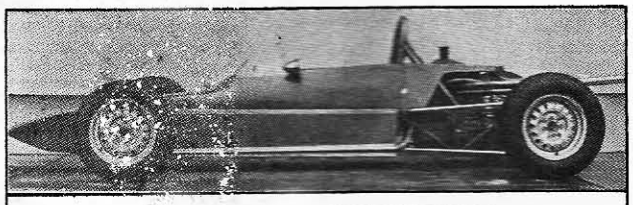
1.	Elliot Forbes, Robinson - Lynn	35
2.	Tom Bagley, Royale	32
3.	Fred Kottulinski, Lola	25
4.	Tom Reddy, Tui	12
5.	Allan Turner, Lola	11
6.	Peter Moody, Tui	10
7.	Harry Ingle, Zink	8
8.	Bror Jaktlund, Tui	6
9.	Turner Woodard, Tui	6
10.	Howdy Holmes, Lola	4
11.	Chris Gleason, Tui	4
12.	Frank Marrs, Lola	3

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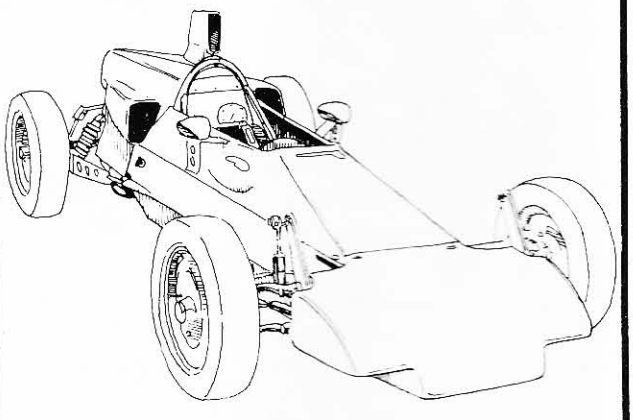
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May 19	Ontario
June 9	Sanair
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July 14	Watkins Glen
Aug. 25	Road America
Sept. 2	Lime Rock
Oct. 5	Watkins Glen
Dec. 1	Daytona

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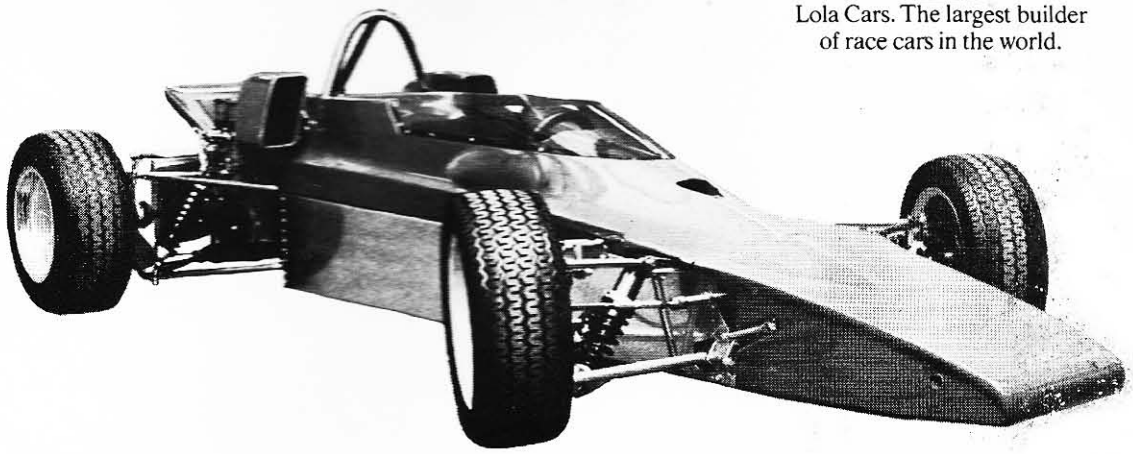
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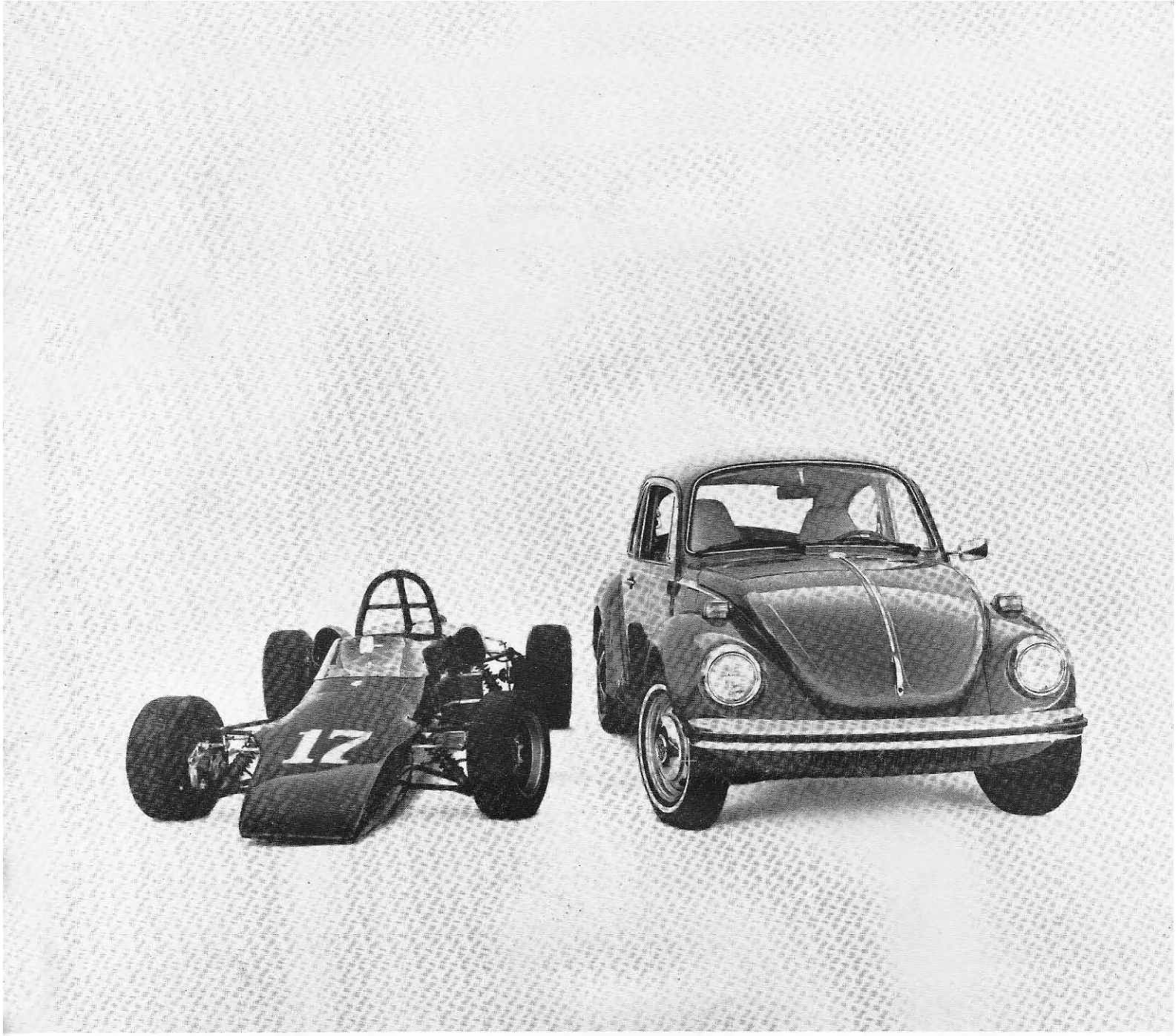
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