FORMULA

America's International Racing Magazine

Vol. 2 No. 7 August 1975 One Dollar

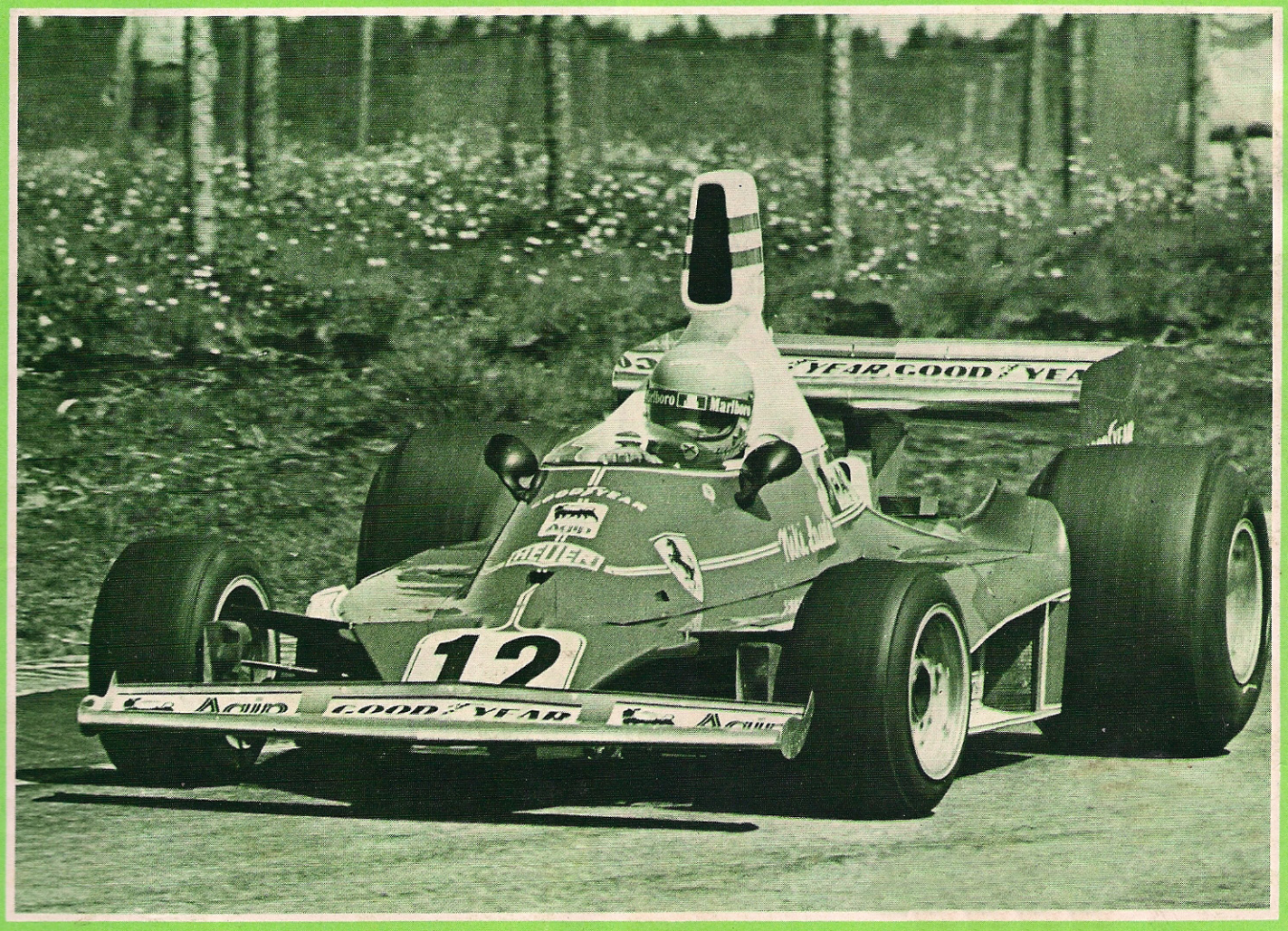
Super Vee 1975

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Belgian Grand Prix

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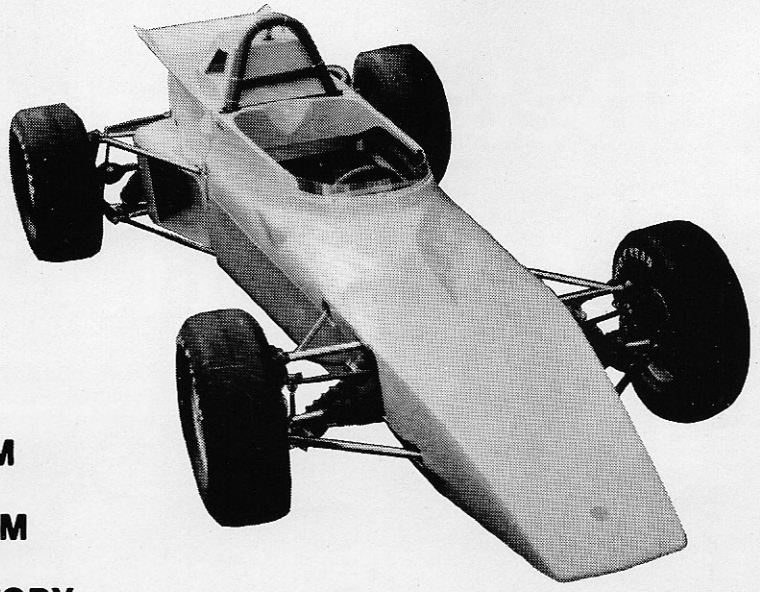
Mosport F-5000



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FORMULA

Vol. 2 No. 7 **August 1975**

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Hugh Mooney: Editor/Associate Publisher
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Steven Mayer: Features Editor
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Contributing Editors: Formula One: Jeff Hutchinson; F-5000: Gordon Kirby; Formula Atlantic: Chris Waddell; Formula Super Vee: Bruce Czaja; West Coast SCCA: Ed Pitz.

Contributors: Herb Cook, Bernard DeVito III, Scott Leslie, Doug Taylor, Gary Witzenburg, Mark Yeager.

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REGULAR FEATURES

From the Driver's Seat 4
Matters of the Moment. 5
Howdy's Column. 7
Technically Speaking 8
Classified Ads. 39
Who . . . What & Where. 40

Data:

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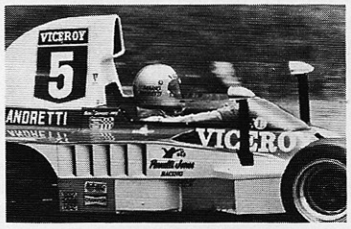
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COVER: Photo by Jeff Hutchinson. Niki Lauda's all conquering Ferrari 312T.



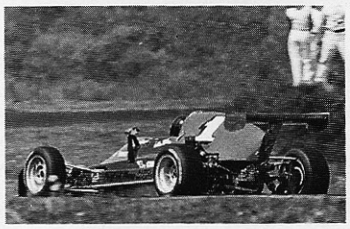
9

A look at the top 12 drivers in America's most competitive small-bore formula series; the Robert Bosch VW Gold Cup. By Steven Mayer.



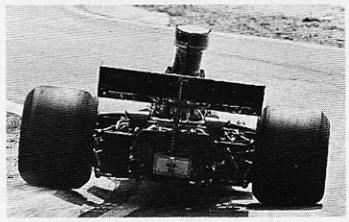
12

Mosport F/5000: the second round of the best racing series in North America goes to Mario Andretti. Gordon Kirby has all the details.



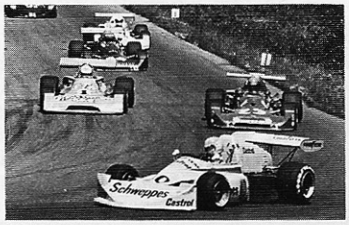
17

The Robert Bosch VW Gold Cup moved to Lime Rock. It was a change of scenery but not a change in results: Eddie Miller again! By Bruce Czaja.



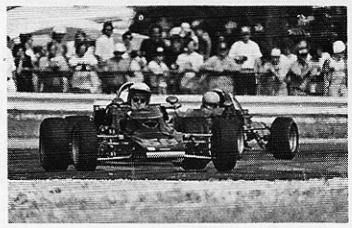
20

Jeff Hutchinson reports on the Belgian Grand Prix where Niki Lauda got the Ferrari steamroller going and scored his second victory in a row.



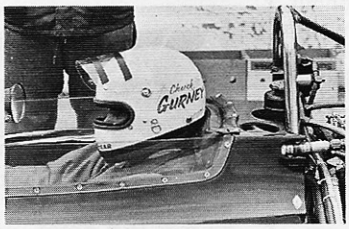
25

Bertil Roos stole the show at Westwood and put his Schweppes March in victory circle for the second time this season. By Chris Waddell.



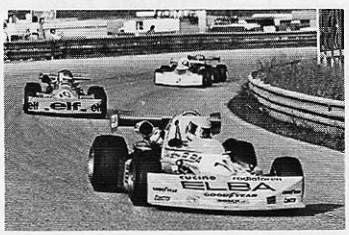
27

The 1975 June Sprints. Jim Drago and Ed Pitz cover the Eastern and Western versions of an American Road Racing tradition.



33

A.J. Foyt scores one of the most controversial victories of his career at the Rex Mays 150 in Milwaukee. By Jim Drago.



36

Jean Pierre Jabouille grabbed his first Formula Two victory of 1975 under unusual circumstances at the Salzburgring, Austria. By Jeff Hutchinson.

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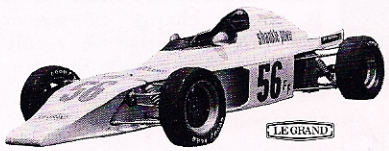
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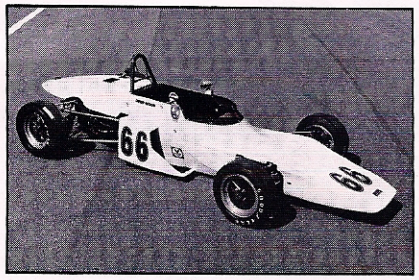
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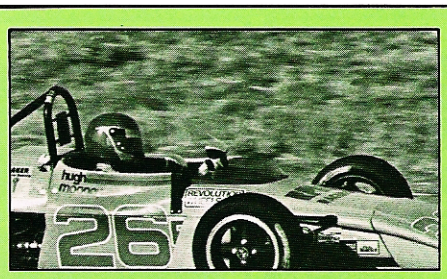
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FROM THE DRIVER'S SEAT

by Hugh Mooney

At the July 6th National at Riverside International Raceway in California I volunteered to work on the flag team as I was once again to be standing on the sidelines instead of racing. I was able to spend only one day with the team because of other commitments, but even in that short period of time I came away with a lot of respect for the dedicated people who make racing safe for us.

The California Sports Car Club Region of SCCA has an excellent introductory class and training program for new flag workers. Starting with an hour-and-a-half detailed briefing of the job and its responsibilities, the meaning and proper use of all the flags, and the various signals used in communicating with other flagmen, the classroom instruction then moves to trackside. After observing the flagpeople for a couple of sessions, you actually go out on the corner and practice what you have learned. I might add that the instructors work very closely with you, explaining in full detail each flagging situation as it occurs.

Working as a flagman is not an easy job, and it is not something you learn overnight. It takes a lot of practice, and proper timing is of the utmost importance. Flags are the only means of communicating with the drivers to inform them of track surface conditions, emergency conditions, slow - and fast - moving traffic, and when emergency equipment is on the course. This means of communication is only as good as the people working the flags. If the drivers have no respect for the flag team's ability to use the flags, then real problems come to the surface, usually in the form of overdriving.

The blue flag with the yellow diagonal stripe, generally referred to as the passing flag, is probably the most difficult to use, but it is one of the most important. The proper use of this flag takes a good knowledge of the cars on the course and a good sense of timing.

The flag team is usually the first group to get to a car that has gone off course and crashed. In fact, in our region, the flag team has put out 15 of the last 16 fires that have occurred.

Between sessions it is the responsibility of the flag team to inspect and sweep the turn areas. They work all day long, with a lunch break in between. The "brown bag" lunches are free and do the job of filling the gap, but after a quick bite it's back to your corner and to work.

The sun, the rain, or the wind will be on you all day. You'll stand in one spot until relieved, which is seldom, or until you rotate to another corner and stand there. Naturally some corners have a lot of action and others have little or none. According to my instructor, Cal Club prefers to train their new people on active corners so they can get good experience right from the beginning. And some races are hairier than others. Flagging eight or so Showroom Stockers on a 3-mile course can be quite boring, at least it was for me, but then I'm prejudiced toward the open wheelers anyway.

For a driver, working on the flag team can be a very enlightening experience. You'll find out just how things work on the track and actually come away quite a bit better informed. I personally feel that working with the flag team should be a part of the licensing procedure for drivers. It's only natural that we should be aware of the flag team's responsibilities and how they carry them out. Drivers usually make good flag personnel because they know what to look for and are, of course, more aware of racing situations in general. Next time you are going to be sitting out an event, give you regional office a call and tell them you want to work on the flag team for the weekend. You'll be amazed at what you learn and at your newfound respect for flagmen.

If you want to get close to racing but are really not interested in driving, the flag team is a perfect way to get involved. It's hard work, but a lot of fun and you'll meet a bunch of new, interesting people, and go home with some of the wildest racing stories you can imagine. The flag teams are always looking for new people, so get involved. It's an exciting and challenging way to spend a weekend. ■

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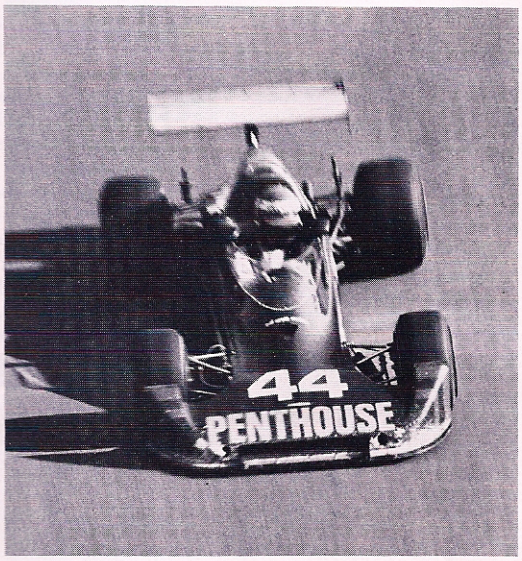


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matters of the moment...

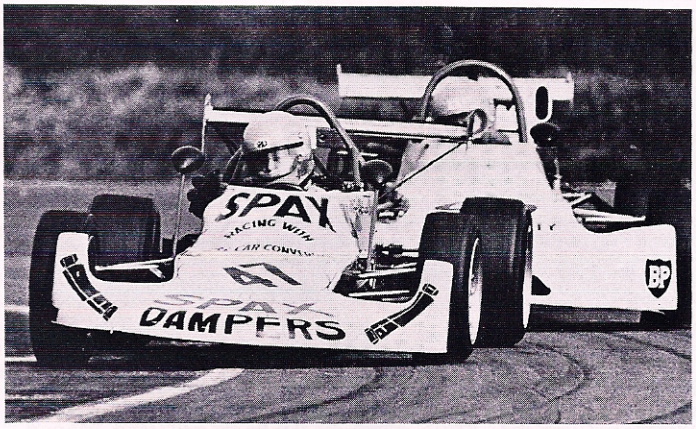


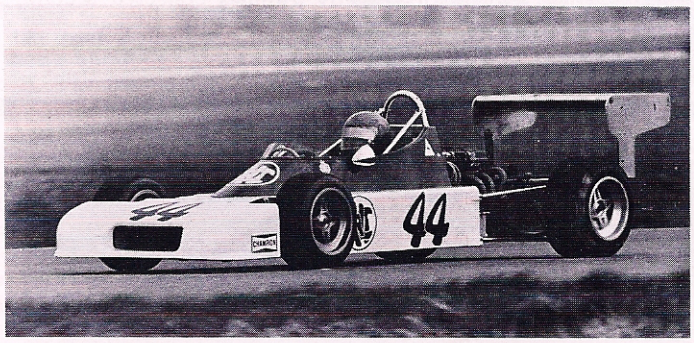
● **Mondello Performance Products** announces their new catalog covering high performance products and services for cars, boats, and motorcycles. There is an entire section devoted to Mondello's famous cylinder head porting and head preparation. Send $2 to Mondello Performance Products, 1317 W. El Segundo Blvd., Gardena, Ca. 90247 or call (213) 755-1141.



John Black Photo

● **Elliott Forbes-Robinson** of La Crescenta, California drove his Penthouse sponsored Bill Scott Racing prepared Lola T360 to his first Formula Atlantic victory at the St. Jovite, Quebec round of the Player's Challenge Series. The Skiroule backed March 75B of Canadian Gilles Villeneuve was second followed by the Lola of Tom Klausler.





David Winter Photo

(TOP) Reynard FF2000. (BOTTOM) Ralt Formula Atlantic.

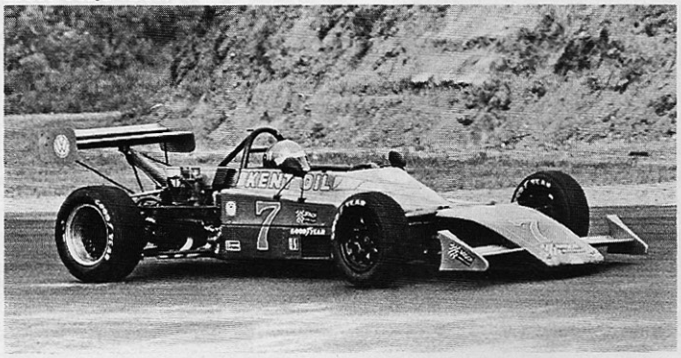
● **Ameropean Racing Ltd.** has been appointed as the exclusive North American importer and distributor of the Reynard Formula Ford and also will receive a Ralt Formula Atlantic car as well. The Reynard will be based on the FF2000 car which currently holds four out of five track records in the FF2000 series. Dan Marvin will most likely be the driver. FORMULA will have an exclusive test report in an upcoming issue. The Ralt Formula Atlantic car, designed by Brabham man Ron Tauranac, will appear at Three Rivers with Pat Walter driving, Tauranac will help in sorting and Advanced Design Eng. will supply motors. For further information contact Ameropean Racing Ltd., 4 Commercial Blvd., Novato, Ca. 94947 (415) 883-5968.

● **In a recent press conference** the Long Beach Grand Prix Association, headed by Chris Pook, announced that the financial commitments will be met by July 15th. At the same time it was announced that a three year contract with CBS had been signed to film the events starting with the September F5000 race. Bob Wussler of CBS stated that motorsports will make up a large portion of their "Sports Spectacular" programs in the future.

● **Phil Hill,** the only American to ever win the World Driver's Championship, and Tom Binford, President of the Auto Competition Committee for the United States, have agreed to serve in major capacities for the Long Beach Grand Prix. Hill will act as Race Director for both the F5000 and the F1 events while Binford will serve as Chief Steward.

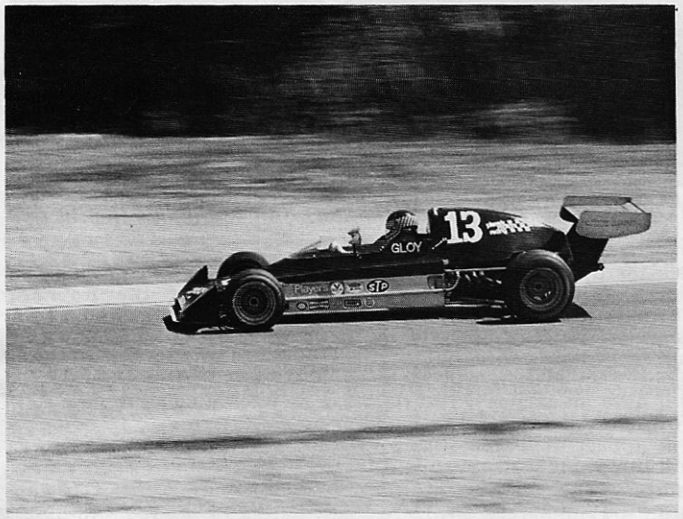
● **Warwick Brown,** Tasman Champion, was present at the LBGPA press conference and stated that "The Long Beach race will be a unique type of event and will present new challenges not normally encountered in the United States." He also added, "I feel the limited track time will act as an equalizer between the top drivers, no one has run the course before so we will all be equal in that respect." The 24-year-old Australian also hinted about his desire to run the Indy 500 in 1976.

Bruce Czaja Photo



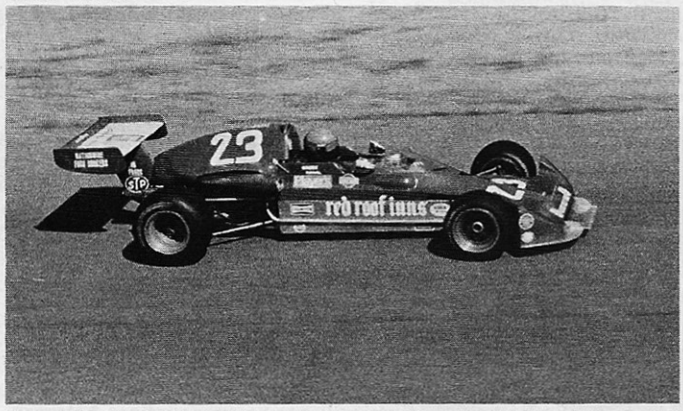
● **Tom Bagley** scored his second Bosch Gold Cup victory of the season in his Kent Oil sponsored Zink Super Vee at Watkins Glen July 13th. Howdy Holmes collected second place points in his E-Z Wider Lola followed by Richard Melville and Benny Scott. Eddie Miller lost his series lead to Melville with his eighth place finish.

John Black Photo



● **Hanna Car Wash Systems,** International Marketing Department, will be assisting in the sponsorship of Tom Gloys Formula Atlantic Lola T360 for the remainder of the Player's Challenge Series.

Chris Waddell Photo



● **Bobby Rahal** may be in a Pierre's Motors Racing Lola T342 Formula Ford at the Sears Point Pro race July 26th & 27th in Sonoma, Calif. He will run as teammate to Arnie Loyning who runs under Pierre's banner in Northern Pacific Division Nationals.

● **Baker Precision Bearings** and Eon Oil (synthetic racing oil) have posted $100 in contingencies for the Sears Point Pro FF race July 26th & 27th. The monies will be paid to the four highest placed cars displaying the Baker decal and is contingent upon product usage. Breakdown is as follows: $50, $25, $15, and $10. Contact Paul Baker, 2901 Cedar Avenue, Long Beach, California 90806 (213) 427-2375.

● **Parsolv Degrease** has posted $50 in contingency awards for the July 26th & 27th Pro Formula Ford race at Sears Point International Raceway. Checks will be awarded to the top six finishers displaying the Parsolv decals. For further information contack Mike Parsons at Parsolv, 1701 E. Julia Drive, Tempe, Arizona 85283 (602) 839-0607.

● **A new Zink Formula Vee** is currently under production in the Zink engineering shop in Charlotte, North Carolina. The project is very hush-hush and the car will remain under wraps until Atlanta. It is said the car is extremely radical in suspension and aerodynamic design. Kip Laughlin will most likely be the driver.

● **St. Jovite** is trying to organize a non-champion race for Formula Atlantic cars September 28. The event would run in conjunction with the Canadian run-offs which like SCCA's CSPRRC held at Road Atlanta each year. Prize money would be at least $20,000 and with F1 drivers in North America between races it's possible a couple of them would run.

Bill Fox Photo



Brian Redman.

● **Al Unser followed Brian Redman** to finish second in the Watkins Glen round of the F5000 series giving the USAC driver his best finish to date in the American series. Jackie Oliver led until halfway in the UOP Shadow but was forced to retire with engine problems. B. J. Swanson, Warwick Brown, Eppie Weitzes, and Mario Andretti rounded out the top six finishers. Vern Schuppan is now in the Jorgensen Eagle and finished seventh.



Howdy's Column

by Howdy Holmes

I'll tell you, trying to do two races in two different countries in two days is difficult. But when my schedule called for a Player's race at Edmonton on Sunday, and a Robert Bosch Gold Cup at Lime Rock on Monday, I never envisioned all the problems I would have.

To quickly summarize the events before the Monday race: Bill Scott and I left Washington on Tuesday, were bumped from a flight in Buffalo, took a taxi to Toronto to catch the connecting flight to Edmonton, lost my bags and driver's gear for a day, qualified a rousing 22nd in the Player's race, finished 7th, missed a helicopter trip to the connecting flight to Lime Rock Park where I was stopped by race traffic and a cop at the gate, encountered a closed registration desk, and finally had no paddock pass to find Wilbur Bunce or my E-Z Wider Lola. Oh yes, the airlines once again lost my driver's equipment (this time in Toronto) so there I was, fifteen minutes before the start of the race, with a car and a crew, but no driver's suit, not even a balaclava. Plenty of time, plenty of time, I said to myself.

Bernie, Wilbur and I went off in three different directions in a search for driver's equipment, and borrowed a set of John Barringer's underwear and a driver's suit, Harry Mac Donald's hood, Nick Craw's gloves, and Al Holbert's helmet, so I figured I was in pretty good shape.

I was sitting on the grid with five minutes to go when I buckled on Al Holbert's helmet. What a surprise that was! I turned my head 30 degrees to the left, and 30 degrees to the right, and the helmet stayed straight forward! I freaked, but Wilbur who saw the proceedings, took the helmet off and dropped three or four shop rags over my head. Dynamite. When the head turned, the helmet turned. A necessary arrangement in order to see.

I could tell I was definitely ready to race now because everything I had on had just been used in the past hour or so, and it was still wet. That was the first shower I had had in twenty-four hours. I was wide-awake and roarin' to go.

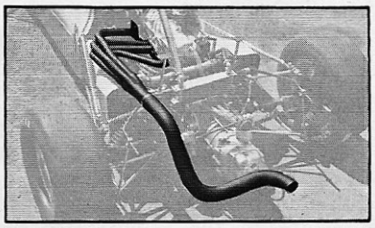
Lime Rock is a fast, narrow, demanding track; I knew it was going to be tough to get up front. I decided I wasn't going to think about it, I was just going to do it. The race started, and by lap eight I was 11th (after starting 37th) then lady luck intervened. I was black flagged. Nothing more than a loose valve cover gasket; nothing less, either. Back out of the pits, the E-Z Wider Lola finished 15th, two laps down. The car ran so well, I just didn't believe it. I was pretty satisfied with the way I drove, despite the placing.

After the race, I had a nice, relaxing dinner with Tom Creacy, who is director of advertising of Robert Burton Associates, who handle E-Z Wider. Afterward, I returned to the hotel where the Bill Scott Super Vee team was staying, and fell asleep on the floor, just like any other professional, international racing driver.

The following Tuesday evening, I discovered that Wilbur's motorhome and Super Vee had burned to the ground enroute to California. That was the most unpleasant news of a very frantic race week. Since then, he has acquired a new Lola, and is back in California getting it together for Watkins Glen. We've got six weeks to prepare for that race, and we'll definitely be ready. See you then. ■

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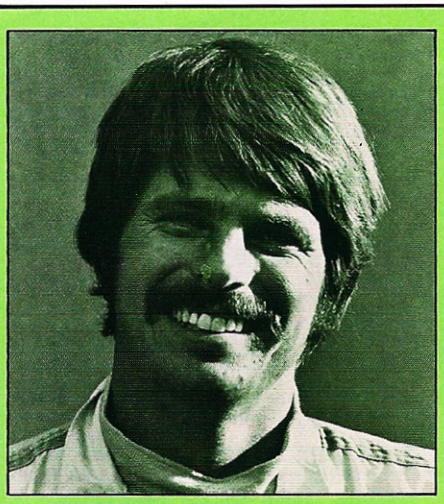
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TECHNICALLY SPEAKING

with J. Peter Halsmer

Electrics:

I know this probably isn't the most exciting subject in the world, but electrics are prominent among the various causes of DNFs.

This month's word of wisdom—most things will function properly if: (1) they are the proper component for the application, and (2) they are installed and maintained as they were intended. In other words, take a little extra time and learn the proper wire size for the job. Use the proper crimping tool, get the right type solder, etc. If you don't have time to do it right the first time, where will you get the time to do it over?

There are two common methods of electrical wire attachment: soldering and crimping. Both are OK in my book, so naturally crimping takes precedence, since it requires less time and no electricity.

Crimp-on terminals and splices can be obtained easily at hardware stores, etc., and require only stripping the wire insulation, crimping in place and inspection when the job is completed. It is imperative to use the proper tool with the proper terminal with the proper wire size. I always check the joint afterwards to be sure it's not loose.

Soldering, if done properly, makes an excellent joint. Use only resin core solder; acid flux will damage the wire. The proper way to solder is by heating the wire and terminal on the back side with the gun. Apply the solder to the front side, and when it melts you have it. Use heat and solder moderately, and hold the joint very still while cooling—moving it as it cools will leave a weak joint (noticable by its grainy or dull appearance).

Any joint, soldered or crimped, should have enough wire to be sure there will be no tension on it under normal conditions. Wiring should be fastened down with a fool-proof method to prevent flexing of moving about. Plastic tie-straps are excellent.

If male/female type quick-connect ends are used, be sure the fit is firm. Judicial use of the pliers on the female end will give a proper fit. Never pull on the wire itself when disconnecting—grip the terminal.

At bulkheads or anyplace where wiring goes through a hole or around a corner, always use some form of grommet or friction insulation device. Proper protection against chafing is very important. Picture in your mind what the race car does on the track, and then ask yourself if the installation will last.

Switches can be a major problem. I have seen them cause a significant number of problems. When they are intermittent, they can be a real bear to figure out. I once saw a friend with a switch that cut out in left hand corners! He naturally kept examining the carbs for problems. The screws in the tops of the carbs were just about worn out before he found the culprit!

Always use aircraft quality switches, or at least switches that are made to stand excessive vibration. Normal radio shack stuff probably won't last. The common Lucas master switch gives some problems, so beware of it. I now cover the back of the Lucas unit with silicone seal to protect against sparks from the exposed terminals and (2) to reduce vibration effect; it seems to work.

A word about ignition leads. Be sure the screw on the top of the spark plug—if left on—is tight. Use a pliers, but gently; too tight and you may crack the porcelain. Be sure the wire lead connectors fit snugly also, at both the plug and distributor cap ends.

In the battery department there are commonly two choices: Teledyne and Varley. Both perform well with proper use.

The Teledyne is nice if the battery can sit upright, (the Teledyne has to). It is a typical aircraft style lead/acid battery at about half the price of the Varley, with no-spill caps.

The Varley is good (if you call over $100 apiece good) if the battery is between the legs, or some out of the way place where it needs to lie on its side. Be sure to follow the directions on the side of the battery for charging. Too high a charging rate, or dumping the fluid improperly will quickly destroy your $100. Also be sure to use lock washers on the terminals, and don't let the cables hang in such a manner that they will loosen the nut.

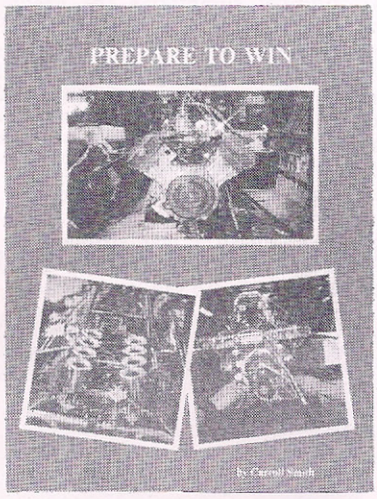
If corrosion sets in due to battery acid spillage, use baking soda to neutralize it and flush with gross amounts of water. Also, keep a little grease on the battery terminals to protect them from corrosion.

Sanctioning bodies typically require insulation of the positive terminals exposed on the battery. Small rubber caps are generally available that slide nicely on the wire. Replace the wing nut on the battery's positive terminal with a regular nut (5/16", coarse thread for a Varley), and you have it.

Tail lights are a problem. I have yet to come up with a good solution for keeping the bulbs from destroying themselves regularly. Vibration mounting along with a liberal supply of bulbs seems to be the compromise solution.

Electric fuel pumps should be wired through a separate switch. Sometimes the occasion arises when you would like to have either ignition or fuel without the other. It's very handy with the BDD engine to be able to cut the fuel off a few moments before the engine is switched off. They have a nasty habit of siphoning fuel through the venturis of the Webers when they are hot and flooding the engine.

I hope this is helpful in curing some of the typical problems that can occur in the electrical system. Next month we'll talk about instrumentation. ■



Book review of *Prepare To Win*, by Carroll Smith

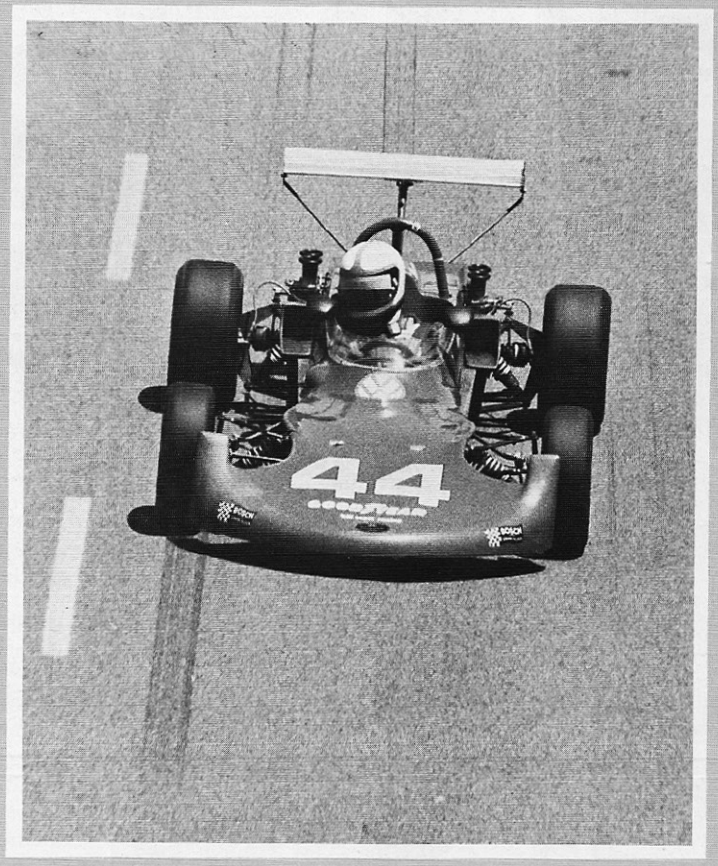
Prepare To Win is without a doubt one of the first books anyone involved with race car maintenance should consider purchasing.

The true worth of the book is in its combining of technical information with normally unavailable experience and information on what really works and why.

A typical example is chapter five, where Carrol talks about brakes. The information on relative temperatures for different compounds, reasons, and methods for slotting or drilling, cooling methods, etc. is a compilation of experience and knowledge available in no other book that I know of.

The book covers all the areas of maintenance of the typical race car pretty thoroughly from engines to paint. It also has an excellent bibliography section with manufacturers, supply sources, technical manuals, and other useful publications.

Enough said. The book is about $10 and it's a must. ■



Super Vee 1975

by Steven Mayer

Sweeping out of the last turn, the graceful little cars twitched and shimmered in the morning sunlight. The sight was Laguna Seca in May. The formula? Super Vee, the professional version of which has become one of the most competitive road racing series in this country: the Robert Bosch Gold Cup series. For years, they have struggled for recognition. Now the series has come into its own, with stars like Eddie Miller, Howdy Holmes, Tom Bagley, and Fred Phillips. The machines themselves have climbed in status and performance from the lowly-regarded big brothers of Formula Vee to full-fledged racing machines.

The chassis are now specially designed for the Formula instead of being enlarged versions of Formula Fords. Lola, as in many other formulae, is predominant, the balance of the field made up by Royale, Tui, and Zink. Like the chassis, the engines have been tuned to the optimum, with new horsepower appearing every year. Bertil Sollenskog of Carl Haas Automotive, Wilbur Bunce of Wilbur Bunce Racing, Ray Heppenstal of Heidegger, Tom Milner of Bill Scott Racing, and Tom Bagley compete just as furiously in the dyno room as do the drivers on the track.

From coast to coast and border to border the circuit travels around the country. Perhaps fifteen or so drivers and their crews follow the entire circuit. Of these, ten can win a given race, and five men of that select group might win the series championship — the coveted Gold Cup. No one can predict the outcome of a given race, but here are twelve drivers capable of garnering the victor's laurels.

continued next page ➤

Super Vee 1975

Steven Mayer Photos

MILLER



☐ **Eddie Miller, 30, Lakeville, Colorado; Carl Haas Automotive/Richard Deutsch/Kent Maxwell Lola T324 - Bertil**

"Fast Eddie," two-time national Ford champion, rounds out his formula racing experience (from FV to F5000) with his entry into Super Vee. He has done well in other classes, but in Super Vee has has astonished all other contenters for the championship. On the strength of his performance to date (at Road Atlanta: 1st, Laguna Seca: in 1st before being put off by a slower car, Riverside: 1st, and Lime Rock: 1st), he is by far the man to beat for the series title. The team has a hotline to the Lola factory and is rumored to have one of the best engines in SV from Bertil.

Motorsports marketing consultant Alan Bouverat has cited Miller as being "one of three American drivers who can go all the way." No one thought that there would be a successor to Elliot Forbes-Robinson in Super Vee, or at least not this soon. In 1975, E F-R's all-conquering record may be broken by Eddie Miller.

MOODIE

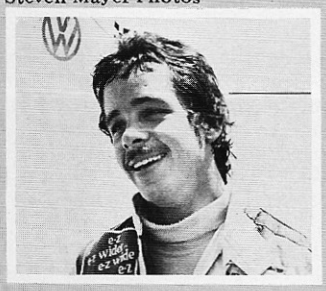


☐ **Peter Moodie, 21, Kingston, Jamaica; Wilbur Bunce Racing Lola T324-Bunce**

The most quiet member of the tour is the immensely talented Peter Moodie. He's frightenly quick at many tracks, yet he has lacked consistency, which can only be gained from experience.

Moodie, the youngest driver on the circuit, received his backgrounding last year from the Bill Scott Racing organization. This year he's joined forces with Wilbur Bunce. Bunce regards him highly. "He's very, very fast now. In time, he'll be a factor to be reckoned with, as he does better."

HOLMES



☐ **Howdy Holmes, 28, Alexandria, Virginia; E-Z Wider/Wilbur Bunce Racing Lola T324-Bunce.**

No one in Super Vee has changed his approach to racing more than Howdy Holmes. A year ago a rich kid struggling with his own racing operation, he is now becoming a thorough professional, to the extent of gaining sponsorship from E-Z Wider Rolling Papers for SV, becoming an instructor for the Bill Scott Racing School, and tackling the tough Canadian Player's Series in a Bill Scott Racing Formula Atlantic Lola. In Wilbur Bunce, Holmes has one of the heavy weights of American small-formula racing. With his Sebring victory, he showed he has the potential to win convincingly. If anyone from this year's crop has the ability to ascend, it's Howdy Holmes.

SCOTT

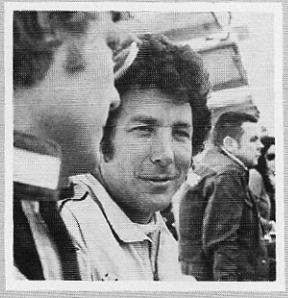


☐ **Benny Scott, 28, Hollywood, California; Viceroy/Black American Racers Zeitler Lola T342-Bertil**

"Before, everyone talked to me because I was a novelty and a freak," observed Benny Scott. "Now they talk to me because I'm up front. That's the way it should be." Scott had just finished second behind Fred Phillips at Laguna Seca. Years of frustration had been obliterated by that single excellent driving performance. Benny has struggled with second-class machinery since the start of his career, but his association with the Black American Racing team has now provided the avenue for this experienced competitor to display his potential. The second at Laguna followed a third at Road Atlanta. At the last two events at Riverside and Lime Rock, his aggressiveness has been illustrated by charges through the pack.

To assess the chances of the Viceroy sponsored, John Zeitler supported driver, listen to Fred Phillips: 'I've predicted before, Benny will win the series. Because he's black, he's had the smell of victory, and he's coming on." If Benny Scott does not suffer a repetition of the bad luck which has plagued and hindered his efforts in the past, he'll be tough to beat.

PHILLIPS



☐ **Fred Phillips, 32, Shreveport, Louisiana; Elden Mk 14-Milner-Scott**

Likely the most intelligent driver on the circuit, and by far the wittiest and most colorful, Fred Phillips has come into his own this season. Some drivers lose something in serious accidents, but his end-over-end crash at Laguna Seca in 1974 had a positive effect on Fred. Perhaps all of his knowledge and experience coalesced after that portentous shunt. For the remainder of the '74 season, he was always a factor, and this season he has become one of the men to beat.

His driving is based upon strategy, as was shown last year at Elkhart Lake, and at the CSPRRC, where he gained the national championship in a thrilling duel with Harry Ingle. His victory at Laguna Seca was a thinking man's victory, waiting for the opposition to wear itself down. For Fred, this victory was especially sweet. "I conquered the track," he said afterward, but then added, "In racing, winning is the only thing." Watch for Fred to reappear in the winner's circle again this year.

NEUHOFF



☐ **Bill Neuhoff, 23, Roanoke, Virginia; Bill Scott Racing Royale RP19-Milner-Scott**

"We've always felt that Bill has had the most natural driving talent of any of our drivers," spoke Tom Milner of Bill Scott Racing last year, "but he just hasn't been aggressive enough." This year Bill Neuhoff is changing that image, with two front-row grid placings at Daytona and Laguna, and leading the Laguna Seca Gold Cup convincingly before a missed gear overrevved the engine.

He's a one-year veteran of the Super Vee ward, and this amicable Scott driver is learning with every race. He learns the most when he runs up front. A few more races as a serious contenter, and Bill Neuhoff may become one of the most promising young drivers Super Vee has produced.

BAGLEY



☐ **Tom Bagley, 30, State College, Pennsylvania; Kent Oil Zink Z10-Bagley**

Harry Ingle once said of Tom Bagley, "He'll either finish first or tenth, no in between." A look at the record book bears credence to this analysis. The astrophysicist is one of the quickest in the series, but his team has neither the depth nor resources of other organizations. His entire life is devoted to racing, to the extent that his only income is derived from his earnings on the track.

This season has been easier for "Bags." With the addition of sponsorship from Kent Oil. He has exchanged his ancient Royale RP9 for Harry Ingle's Zink Z10 and engine development is carried out by Bagley in Ingle's shop in Charlotte. This low-buck but high-placed team is complemented by the extraordinary efforts of his wife Sally and brother-in-law Jerry. "We try so very hard," says Sally, and if effort were the criterion Tom Bagley would be series champion.

McCONNELL



☐ **Billy McConnell, 23, Whitmore Lake, Michigan; WMR Enterprises Essex Chemical Tui BH5-Quicksilver**

Every year there's one. Last year it was Walter Wilkins. This year it's Billy McConnell. Intelligent, wealthy, good-looking, educated his aim is to be a professional Grand Prix driver. To that end, he's secured financing for one well-run independent Super Vee season. The purpose? To gain recognition and respect, which can be transformed into rides for future seasons, in pursuit of his ultimate goal.

Despite the inherent problems of dream ventures, the organization of the team is sound. One of the few teams to have a sponsor, the WMR group is perhaps the most professional appearing team on the circuit. But even with all of his assets, McConnell has been baffled by minor ills. "We've been having some teething problems, but we'll have them worked out soon." When he does, watch for Billy McConnell in the top five.

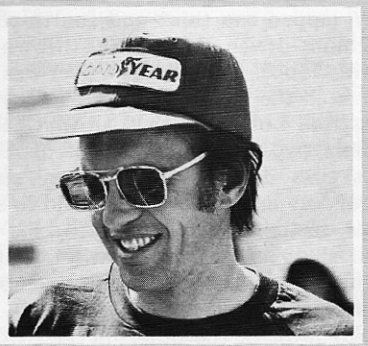
MELVILLE



☐ **Richard Melville, 35, Kingston, Jamaica; Heppenstall Lola T324/Royale RP18A-Heppenstall-Heidegger**

Before he started an eight-year hiatus from racing in 1963, Richard Melville was a team driver of a factory-backed Sprite. Since his return he's improved tremendously. Last year, with Bill Scott Racing, he reached maturity. This year, midway through the season, he's led the point standings, and, after Lime Rock, is in second place over all. His ragged driving style of the past has yielded to consistent, smooth and fast driving of either the Lola or Royale at his disposal. Ray Heppenstall may not have the most potent engines at this juncture, but they have proven extremely reliable. Heppenstall has a reputation for building screamers for fast circuits such as Watkins Glen and Daytona, and if this ability matches the known desire of the fleet Jamaician, Richard Melville might well become the 1975 champion.

MacDONALD



☐ **Harry MacDonald, 34, Southfield, Michigan; Bill Scott Racing Royale RP19-Milner-Scott**

"Driving a Formula Vee qualifies you to drive a Formula Vee, and that's it," cites Harry MacDonald, the 1974 FV National Champion. Entering into Super Vee has been a learning experience for MacDonald. "Super Vee is a real race car, while a FV isn't." In essence, he's had to learn "how to drive" again, his previous experience lending little toward tackling the "real race car."

"I think I've progressed. I feel much more comfortable than I felt before. In every race I learn so much more." Harry MacDonald is a very quick learner. Look for the 1974 FV Champ in the top three before season's end.

ALSUP

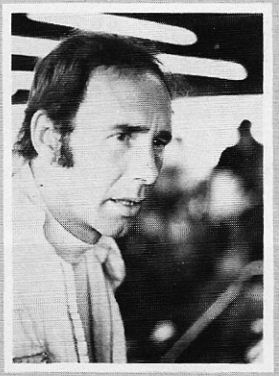


☐ **Bill Alsup, 35, Woodstock, Vermont; Zeitler Racing Tui BH3/Lola T324-Zeitler**

The gentleman sportsman. That's the only way to describe Bill Alsup. He has no pretentions as to his ability, and consequently races only for the exhilaration of the sport. Sam Posey calls this form of competition pure sport for sports sake. For Bill a good driving performance is of intrinsic beauty, a form of self-expression which cannot be equalled in any other arena.

He surprised many with his fourth at Lime Rock. With his new Lola T324 due for delivery shortly, Bill Alsup could well become an upset winner this year.

LAZIER



☐ **Bob Lazier, 35, Vail, Colorado; Tivoli Lodge Tui BH5-Bunce**

No Super Vee report would be complete without Bob Lazier. A competitor in the series nearly since its inception, the versatile formula driver is a force to be reckoned with in any race. Lazier is very, very good, and his problems this year are more a function of the chassis and engine than of the driver.

Last year, his fierce determination was shown in the Bunce Lola, before the Road America accident. This year, with every earned point being a monumental struggle, that same determination is evident in even greater magnitude. If his problems subside or are resolved, Lazier could just be the surprise winner at the season's end.

MOSPORT F-5000

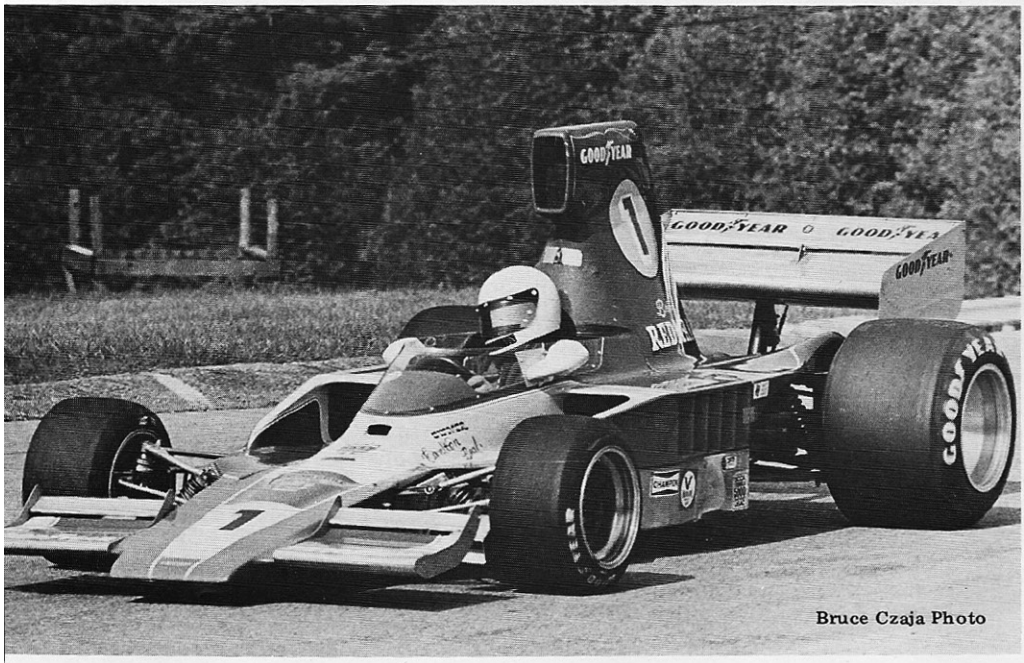
by Gordon Kirby



Mark Yeager Photo



John De Garmo Photo



Bruce Czaja Photo

Mario Andretti avenged his engine failure at Pocono with a fine win in the second round of the USAC/SCCA F5000 Championship at Mosport. To do it, Andretti had to fend off an extremely strong challenge from Brian Redman, which lasted throughout every single one of the race's forty laps. Although Andretti never once relinquished his control of the race to Redman, the F/5000 Championship loomed large in the mirrors of the Viceroy Lola as they fought one of the finest duels ever seen in F/5000.

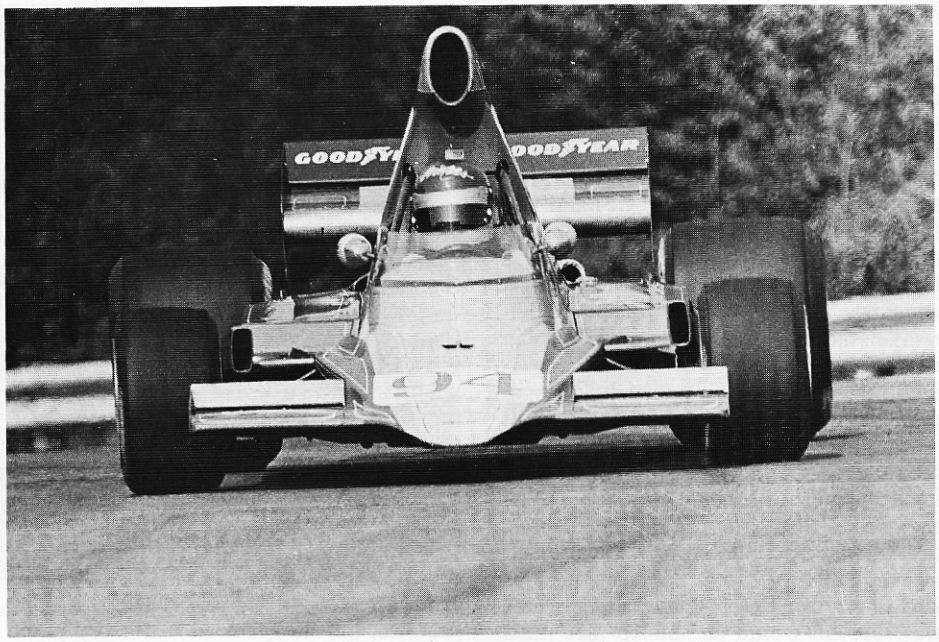
Andretti and Redman, kings of F/5000 that they are, left the rest of the field well behind, and just before the end they lapped the third and fourth-placed machines driven by Warwick Brown and David Hobbs. Only Jackie Oliver was able to match the pace set by the Viceroy and Haas/Hall Lolas, but the CanAm Champion lost two laps when one of his Shadow's tires deflated in the early stages. Oliver tore back through the field to sixth place, setting the fastest lap of the race until Redman pushed his way around a few-tenths faster in a final attempt to pass Andretti.

For most of the others in the field the challenge of Mosport's twisting hills was augmented by a series of rain showers which cut seriously into four 45-minutes practice sessions and even before the rain moved in, a couple of shunts had delayed practice and eliminated a couple of front-runners so that the Labatts Beer-sponsored round of the F/5000 Championship was left with a short and comparatively unprepared field.

entry & practice

Despite the shortage of track time, Mario Andretti got his Lola-Falconer T332 wound up well enough to record a startling best of 1:13.307, a second and a half under his pole time of last year and only two-tenths off Emerson Fittipaldi's pole for last September's Canadian Grand

Bruce Czaja Photos



Eppie Wietzes had a miserable time with the T400.

Prix. After doing a series of laps in the low 13s, Mario suggested to his team manager that he might be able to get the Lola beneath the 1:13 mark! Who ever said Formula 5000's aren't real race cars?

Andretti's Viceroy Lola T332 was in Pocono trim, which is to say the same as at the end of last year. Thus far, the Vel's Parnelli team have been unable to do much work on their F5000 cars because of the pressures of the Indianapolis and Pocono 500s, but they have at least made the decision to direct the bulk of their energies toward their pair of T332s rather than waste time trying to make their T400s competitive.

However, Al Unser found himself doing some enforced testing of one of the Viceroy T400s after writing off his T332 against a guardrail. Four other cars were involved in the same incident which happened early in practice after a large dollop of gasoline was spilled in the middle of the esses leading onto the start-finish straight. Before his shunt Unser had managed an extremely workmanlike best of 1:14.860 which would have put him third fastest. He was forced to practice the T400 in the wet, so his back-of-the-grid 1:47.371 meant nothing.

The only other car to get going at a good pace before the rain swept in was the UOP Shadow DN6 driven by Jackie Oliver. The Shadow team had taken advantage of four days of testing laid on by Mosport and Labatts, and after putting in one full day (69 laps worth!) Ollie got into the low 15s on virtually bald tires. This test day proved the value of narrow-track rear suspension which had been tried briefly at Pocono. This, combined with a general softening of the Shadow's spring and shock settings, enabled Oliver to get down to 1:14.199 which left Jackie well satisified — until he heard about Andretti's times.

Third fastest was Tasman Champ Warwick Brown (1:15.624) who was again trying extremely hard with the Talon-Molloy MR1A. Warwick wasted no time in coming to grips with another new circuit, and he soon had the Talon's front tires squealing raggedly just about everywhere. In a radical effort to reduce the car's understeer, he was forced to disconnect the front sway bar.

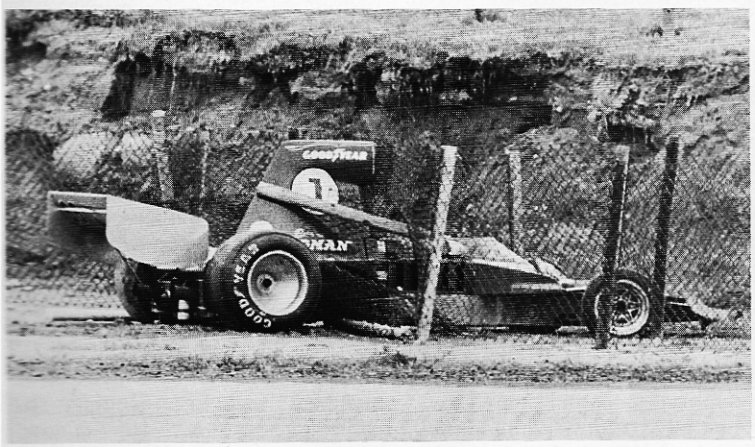
Brian Redman's practice came to an end even before Al Unser's. His Lola-Chaparral T332C was punted into some catch fencing by Dan Furey, who had held Redman up badly for three corners and then abruptly turned into the Champion's Lola just as Brian was going past; holding the racing line outside the straying, older Lola. As it was, Brian had to be satisfied with a best of 1:15.668, and the Chaparral mechanics were faced with the task of carefully realigning their car and repairing a long list of detail damage to the monocoque and front and rear suspension. In the wet of the afternoon Redman came out for a few laps in the team's T400, doing a comparison of American and English Goodyears.

Having won this race last year, Carl Hogan's team arrived early in the week, full of different ideas to try out on their McLaren engined Lola T332, which is now up to almost the same specification as the much-modified T332s of Viceroy and Haas/Hall. But David Hobbs never got into his stride during the only briefly-acceptable practice conditions, so he had to make do with a best of 1:15.869, which was no faster than he had managed in mid-week with a 'mule' engine and a broken front sway bar.

Fastest of the T400s, and far from happy with his lot, was Eppie Wietzes. His Formula Racing team had been hard at work making further suspension modifications and planning a number of aerodynamic experiments, but all of this went for nothing when a series of engine troubles upset their schedule. Wietzes managed only 1:16.607, which was considerably slower than his T332 time from last year.

Jon Woodner followed Wietzes on the time sheets with his Interscope Lola T400 which, like Wietzes; is McLaren-engined. Woodner took the nose off the

continued next page ➤





(LEFT) Redman's Lola sits tangled up in catch fencing. (RIGHT) Redman and Furey discuss how it got there.

car in the same incident which destroyed Al Unser's T332, so he was left with a time of 1:17.947 and thoughts of buying another chassis. Woodner's Interscope teammate Danny Ongais had gone well in midweek testing but very early in practice his Lola-Falconer T332 went straight into the guardrail at the long, right-hand turn three area. Ongais was taken to the hospital, shaken up but otherwise uninjured. His car, however, was very badly damaged and after a close examination of its bent remains and the crash scene, Team Manager Carroll Smith was still unable to determine what had happened. Ongais remembered nothing about the accident.

The All American Racers truck did not arrive until the morning of practice, its crew having thrashed all week to get themselves ready for the race after doing the Milwaukee USAC round the previous weekend. Booby Unser managed very few laps in the Jorgensen Eagle, and his crew was sure he would be able to race much faster than his best qualifying time of 1:18.667 indicated.

Steve Durst continued to play himself in after a year's layoff, getting down to 1:18.763 with his ex-Redman Lola-Chaparral T332, entered by Levitt Racing. Durst just pipped B. J. Swanson, the FF graduate again showing his flair with the other ex-Redman T332, this one run by Bay Racing and prepared by Jerry Eisert. Swanson did 1:18.775 on his first visit to Mosport. Before shunting his Roy Campbell-built Lola Bartz T332 in the same incident that had involved Al Unser and Woodner, Evan Noyes had returned a best of 1:19.696. Unfortunately his car was damaged badly enough to force Noyes to scratch, so it was Roger Bighouse who was eleventh quickest on 1:20.154 with his ex-Gethin Chevron--King B24. Tony Dean arrived fresh from England with his Chevron-Whitehurst B28 for the first of three North American races on his itinerary and got down to 1:20.210, nosing out Horst Kroll who worked his March-Bartz 74A around his home track in 1:20.494.

Added onto the back of the grid were six cars which had not, for various reasons, been able to record any official times. Heading these was the well-modified ex-Barber March-Bartz 73A run by Anglo-American Racing for John Cannon. Cannon was just beginning to come to grips with the car during midweek testing when something broke under hard braking, and the March crashed heavily into the guardrail. A front corner was torn off and the monocoque was badly rippled, but Cannon took the car to a fabrication shop at the Toronto airport and he had the March back together by the morning of the race. John Gunn got into the 1:16 bracket on the day before official practice, but he spent all of the dry practice changing an engine in his Lola-Crane T332. USAC driver Jerry Karl crashed after a few laps, but he too was ready to race his Lola T332 by Sunday morning. John Benton's *Formula* Magazine Lola-Bolthoff T330 crashed on the third qualifying lap in the first session, and his crew spent the rest of the day putting the car back together for the race. Bill Baker, following a moderately-promising showing at Pocono, blew his motor in practice and didn't get his spare motor out of Toronto customs until it was too late to qualify.

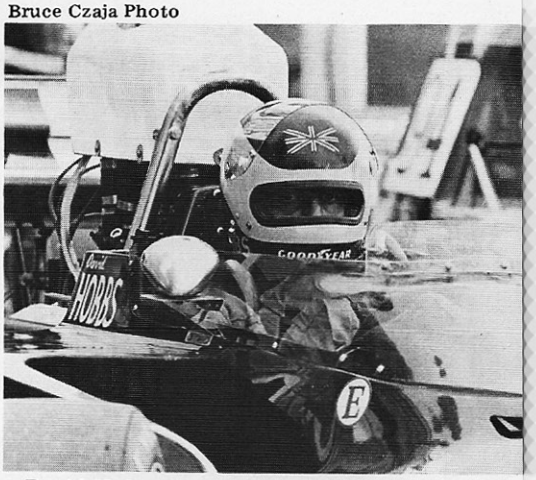


Bobby U. had a difficult time with the Eagle. John De Garmo Photo

heats

Practice and qualifying had taken place on Friday, with Saturday being given over to a round of IMSA's Camel GT series. This gave the F5000 crews a welcome breather, and most of them went back to their motels early on Friday night and did their race preparation on Saturday. After the frustrations of practice, they were all ready to take full advantage of Sunday morning's warm-up, and in the cool, overcast session at least ten cars recorded times between 1:18 and 1:20. The slow times were a result of nobody being able to generate any kind of tire temperatures, but the close grouping seemed to show that the big time gaps between cars in official practice were now going to mean nothing.

Bruce Czaja Photo



David Hobbs deep in thought.

As usual, the field was split into two for the qualifying heats, which meant that the first heat comprised just eleven cars. Andretti and Brown formed up on the front row with Hobbs and Woodner behind them. Al Unser was back on the fifth row with his T400 beside John Gunn.

Andretti won this heat easily, pulling out two seconds on each of the first few laps and then settling back to win by half a minute. Warwick Brown and David Hobbs fought over second place in what was the best dice of the heat, but Hobbs' Lola spluttered to a stop with more than three laps left when it ran out of fuel. Before the race there had been a few disagreements within the Hogan team regarding fuel consumption .

Jon Woodner hung onto Brown and Hobbs for a few laps but then faded back, complaining that his T400 wouldn't respond to changing track conditions. As Woodner dropped back, Al Unser came through with the Viceroy T400, caught and passed the Interscope car, and then fell victim to handling problems similar to those of Woodner. Unser finally spun off, damaging an oil radiator so that his engine lost all its oil and blew up. With no spare engine to fit the T400, Al's dissatisfying race meeting was finished even before the final.

Jackie Oliver initially took control of the second heat, with Brian Redman sitting a few seconds astern of the Shadow. After a few laps Redman began to close in on the Shadow, but before any kind of



Al Unser resorted to the Viceroy team's backup Lola T400 after writing off his T332 during practice.

dicing could develop, Oliver's engine suddenly stopped, and the Haas/Hall Lola inherited the lead. Brian got stuck behind a slow car a few laps later and was forced to take to the grass as he followed the other car up Mosport's climbing backstraight. The leader lost some five seconds in this incident, which enabled Bobby Unser to close the gap and come home a strong second with the Eagle.

Eppie Wietzes finished an unhappy third with his T400, struggling with the car everywhere and working very hard to throw off an early challenge from B. J. Swanson. B. J. drove well to take fourth just clear of John Cannon, who brought his March (now fitted with narrow-track front suspension and much the better for it) home within a minute of Redman in fifth place.

final

Eighteen cars took up their places for the forty-lap final, Oliver and the Shadow sitting on the back row after a malfunctioning magneto had been diagnosed and replaced. Redman was still displeased with his Lola during his heat — in the warm-up it had been picking up the inside rear wheel in tight corners — and the Chaparral mechanics worked away at its chassis until a few minutes before the start. Both cylinder heads had been changed on Brown's Talon after they had cracked during the heat.

Unsure as he was about the handling of his Lola, Redman hammered down into Mosport's first, diving turn side by side with Andretti, finally giving way to the Viceroy car and flicking his way into line ahead of Warwick Brown and Bobby U. Mario lead the field over the hills and down towards Moss hairpin at the bottom of the course, the string of Chevrolets bellowing coarsely out from among the pine trees. The red and white Lola shot up the backstraight, Redman still hanging on beneath its wing as they leaped over the brow of the long hill and into the fast, first turn of the esses.

Out onto the pit straight they scrambled, Andretti edging away a little from Redman, who was a similar distance ahead of a hard-trying Woodner, who completed the leading group. Wietzes led the rest, while Oliver was already past the backmarkers and sniffing at the tail of the midfield lot.

It took Redman only a few laps to decide that his Lola was finally working as he liked, and he was soon beginning to chip away at the small gap that Andretti had pulled out. Mario was sweating away at his controls in his usual F5000 style, pushing the car hard up to the edge of the curbs and pitching it into the turns in a single, tire-chirping lunge. But Brian was driving with equal precision and energy, and soon the two Lolas were nose to tail. The rest of the field was no longer in the race.

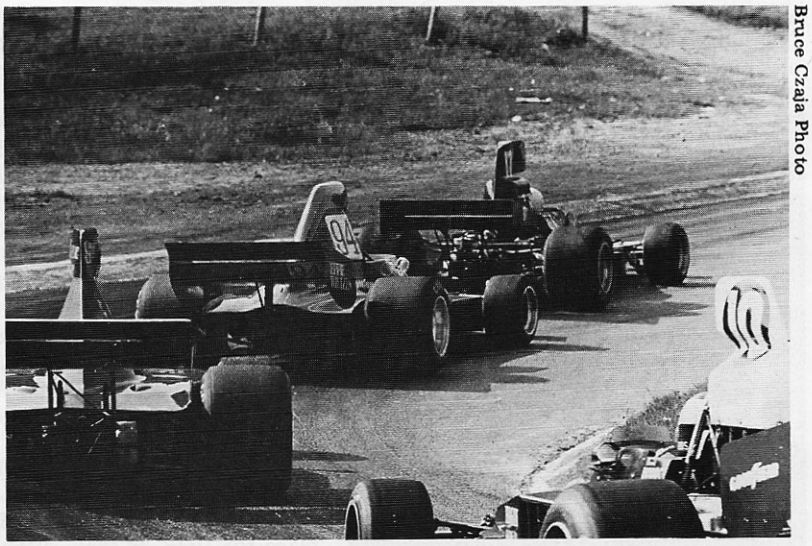
Soon Mario and Brian were charging about Mosport's two and a half miles far faster than any Formula 5000 car has raced before, flicking about well below the lap record, both men putting on a superb show of balancing out the brute, understeering power and torque of their big machines. As they worked their way through the backfield, Andretti would occasionally pull out a few extra car lengths, but Redman would soon close the gap, so that Mario was never able to relax into a slower pace.

Much as the two Lolas fought over the lead, the Talon of Brown and the Eagle of Unser battled for third. Warwick held the place steadfastly in the face of Bobby's aggressive attacks, and when the Eagle went off the road to get around a backmarker, the Talon pressed on alone. Unser drove around to the pits to retire with a bent front wishbone and unmanageable handling.

During the latter half of the race

continued next page ➤


Mark Yeager Photo


Bruce Czaja Photo

(LEFT) Oliver was moving up quickly during the final until a tire exploded. (RIGHT) Wietzes, Swanson, and Hobbs come up to lap Furey.

Brown was troubled by a notchy throttle, so he relaxed his pace enough for David Hobbs to grow large in his mirrors over the final laps. Hobbs had spent many laps trying to find a way past B. J. Swanson, finally getting by when the youngster made a mistake in traffic and clipped a guardrail. With no Swanson ahead of him, Hobbs was able to lap nearly two seconds a lap faster so that he soon caught and passed Eppie Wietzes and went off in pursuit of the third-place Talon. Hobbs' final efforts brought him to within half a second of Brown at the flag.



Warwick Brown drove the troublesome Talon to a well deserved third place finish.

Wietzes had a thoroughly miserable race, and after struggling on with his difficult T400, it all went wrong at the very end when his engine pumped out all its water through a cracked head. The blue Lola coasted across the finish line in the pitlane, and the Canadian climbed out exhausted and fed up.

Jackie Oliver had just begun to work through the midfield when a rear tire suddenly exploded, so the Shadow lost two laps as it hobbled around to the pits. Ollie rejoined just ahead of Brown and Unser, and as his fresh tire scrubbed in, he pulled clear of their fight and began looking for a lap record. Over the last thirty laps, driving alone, Oliver lost only eight seconds to the leading dice and set the race's second fastest lap.

Jon Woodner spun out of fifth place early on, clipping a guardrail in the process, which bent a top link and a front pick-up, so that his eagle-eyed team manager called him in before Jon crashed the ill-handling Lola. The March of John Cannon held a good place for a while, but Cannon had to stop after the car's battery fell off. Nevertheless, Mosport was an encouraging race for the former F5000 Champion.

While everyone else dealt with individual problems, Andretti and Redman continued their superb battle for the lead. Never once did either of them make a mistake, and they sprinted home in flawless order, just a few inches apart. After the race they quietly congratulated each other. It had been a classic duel, better than any that had gone before in F5000.

So, after two races, it looks as if Mario Andretti and Brian Redman are, like last year, the men to beat in Formula 5000. But this year there are others to consider. The combination of Jackie Oliver and the Shadow are already as fast as Redman and Andretti, and when things fall into place for UOP, as they surely must, their man will have as much of a chance of winning as the other two. Warwick Brown has shown his capabilities, and when a revised version of the Talon appears later in the summer, he too could become a serious challenger. The Unser brothers have already come to grips with road racing, Al in particular showing every indication of both enjoying this new game and being very quick as well. David Hobbs, Eppie Wietzes, and Jon Woodner need only the right luck and they too can be right in the hunt.

The USAC/SCCA Championship is finally coming together. ■

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Bill Fox Photos



STARTING GRID

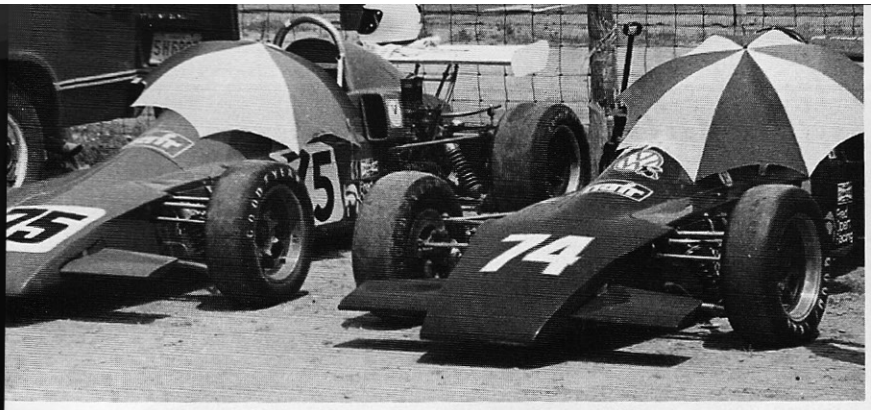
Finishing Positions Heat Two	Finishing Positions Heat One
MARIO ANDRETTI Viceroy Lola T332 32:01.393, 115.182 mph	BRIAN REDMAN Haas/Hall Racing Lola T332 32:24.902, 113.790 mph
WARWICK BROWN Talon-Molloy MR1A	BOBBY UNSER Eagle-AAR 75
JON WOODNER Lola-McLaren T400	EPPIE WIETZES Lola-McLaren T400
STEVE DURST Lola-Chaparral T332	B. J. SWANSON Lola-Chaparral T332
DAVID HOBBS* Lola-McLaren T332	JOHN CANNON March-Bartz 73AC
AL UNSER* Lola-Falconer T400	JAMES DUNKEL Chevron-Smith B24
HORST KROLL* March-Bartz 74A	BILL BAKER Lola-Pink T332
ROGER BIGHOUSE Chevron-King B24	JERRY KARL Lola-Bartz T332
BERT KUEHNE* Lola-CRM T300	TONY DEAN* Chevron-Whitehurst B28
JOHN GUNN* Lola-Crane T332	JACKIE OLIVER* Shadow-Shadow DN6
JOHN BENTON* Lola-Bolthoff T330/2	DAN FUREY* Lola-AMC T330

* Not running at the finish of the Heat

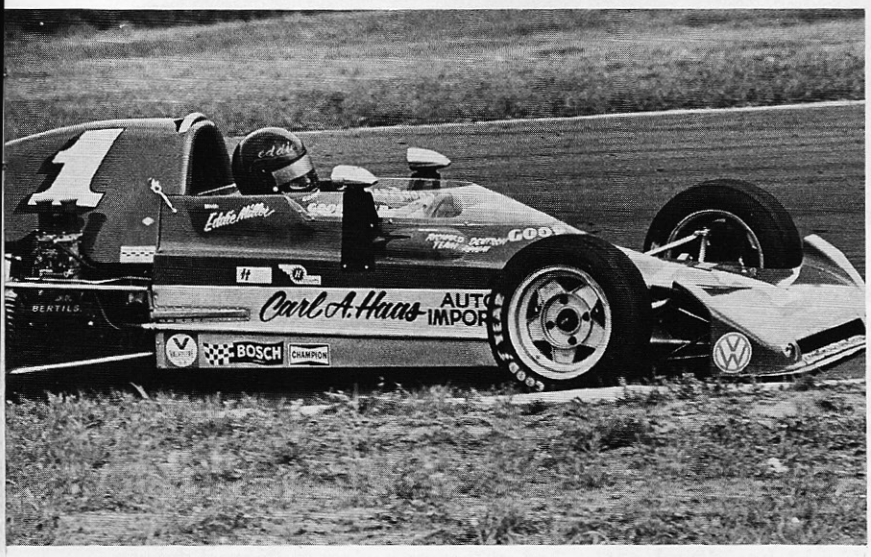
Results

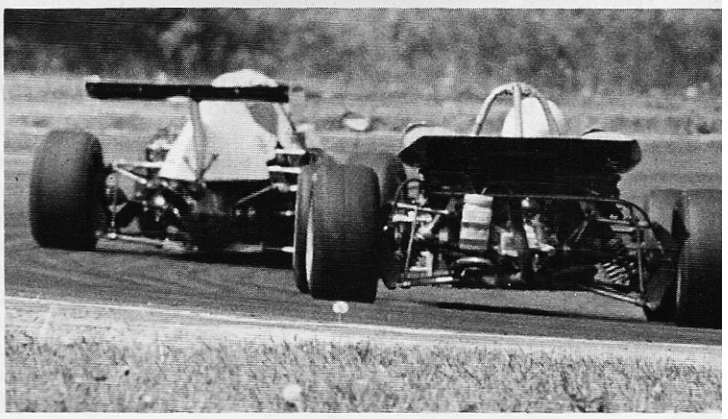
Labatt's Blue Formula 5000
Mosport, Ontario, Canada, June 15th
40 laps, 98.36 miles

1. Mario Andretti, Viceroy Lola T332, 50:39.725, 116.489 mph, 40 laps
2. Brian Redman, Haas/Hall Racing Lola T332, 40 laps
3. Warwick Brown, Talon MR1A/McCormack-Burke Racing, 39 laps
4. David Hobbs, Hogan Lola T332, 39 laps
5. Eppie Wietzes, Formula Racing Lola T400, 39 laps
6. Jackie Oliver, UOP Shadow DN6, 38 laps
7. Tony Dean, Chevron B28, 37 laps
8. Jerry Karl, Interstate Travelers Service Lola T332, 36 laps
9. James Dunkel, Libertarian Chevron B24, 36 laps
10. Dan Furey, Furey Racing Lola T330, 32 laps
11. John Gunn,* Racing Consultants Lola T332, 30 laps
12. Steve Durst,* Levitt Racing Lola T332, 21 laps
13. Bobby Unser,* Jorgensen Eagle 75, 17 laps
14. B.J. Swanson,* Lola T332, 16 laps
15. Jon Woodner,* Interscope Racing Lola T400, 12 laps
16. John Cannon,* Angle American Racing March 73A, 8 laps
17. Roger Bighouse,*Bighouse Chevron, 2 laps
18. Bill Baker, Lola T332, 0 laps









Lime Rock

Robert Bosch VW Gold Cup

by Bruce Czaja

The sixth round of the Robert Bosch VW Gold Cup series at Lime Rock produced the series' first three-time winner: Lakeville, Colorado's Eddie Miller adding a victory in the 50 mile sprint to his earlier wins at Road Atlanta and Riverside. The victory also gave Miller the points lead in the series. As has been common this season for some unexplained reason, there was not much of a battle for the lead in the event; Miller going in front on the sixth of 33 laps and taking the checkered with only a token opposition.

Thirty-four cars were entered at Lime Rock, with all of the series regulars in attendance. Miller had his Carl Haas Lola. Daytona victor Tom Bagley had his Kent Oil Zink and for a change the car was ready to race when it appeared at the track. Tom is usually working on the car right up until the practice sessions and sometimes after with one problem or another. Fred Phillips, the Laguna Seca winner, had his Elden and Howdy Holmes would again be behind the wheel of the Wilbur Bunce/E-Z Wider Lola, which he drove to victory at Sebring.

Billy McConnell was entered in the Essex Chemical Tui and was running much better than he had out on the West Coast. Bill Scott Racing again had the three Royales for Bill Neuhoff, Harry MacDonald, and John Barringer. Benny Scott was in the Viceroy/BAR Lola and Jerry Jolly was in a similar make. Bob Lazier had his Tivoli Lodge Tui; Bill Alsup a Tui; and Richard Melville and Joe Colantonio were in the two Ray Heppenstall cars. Single car entries were received from Lou Gigliotti, Lee Mueller, Rick Bell, Eddie Wachs, and Dominick Billera.

Ample practice time was allowed, with two 45-minute sessions on Friday, another 45-minute session on Saturday morning, and a half hour qualifying session in the afternoon. In addition, there would be a 20-minute warm-up on Monday morning which could be used as a qualifying session for any driver who missed the Saturday session. The extra time was mainly intended for Melville and Holmes, who would be competing in the Formula Atlantic race in Canada on Sunday.

The conditions were near ideal for the qualifying session on Saturday and Eddie Miller showed his liking of those conditions by grabbing the pole with a time of 53.896, which worked out to better than a 100 mph average. Once again, the Super Vees proved to be the fastest cars on the track, as Miller's time was more than a half second faster than the best time recorded by the Camel GT cars.

Tom Bagley tried his best to top Miller, but could only come up with a 54.124 clocking to share the front row with the Haas Lola. Fred Phillips put his Elden in the third spot, a tenth slower than Bagley, with a clocking of 54.218 on the 1.59 mile circuit. Billy McConnell and Bill Neuhoff both recorded times of 54.686 during the session; the first time this year that drivers have had identical grid times when they have been carried out to three decimals. McConnell's Essex Chemical Tui got the nod over Neuhoff's Bill Scott Racing Royale, since his time came earlier in the session.

Jerry Jolly continued his strong showing, following his effort at Riverside by grabbing the sixth spot with a time of

continued next page ➤

54.707. Jerry has been impressive since he joined the series at Laguna Seca and could be a definite contender for the top spot before too long.

Benny Scott was having some trouble getting the car sorted and qualified seventh, sharing the fourth row with Bill Alsup. Harry MacDonald had a temporary hold on the ninth spot, with Lou Gigliotti just squeaking into the top ten with his Budlong Team-3 Lola. Both drivers were to be bumped one position after Melville qualified ninth on Monday morning.

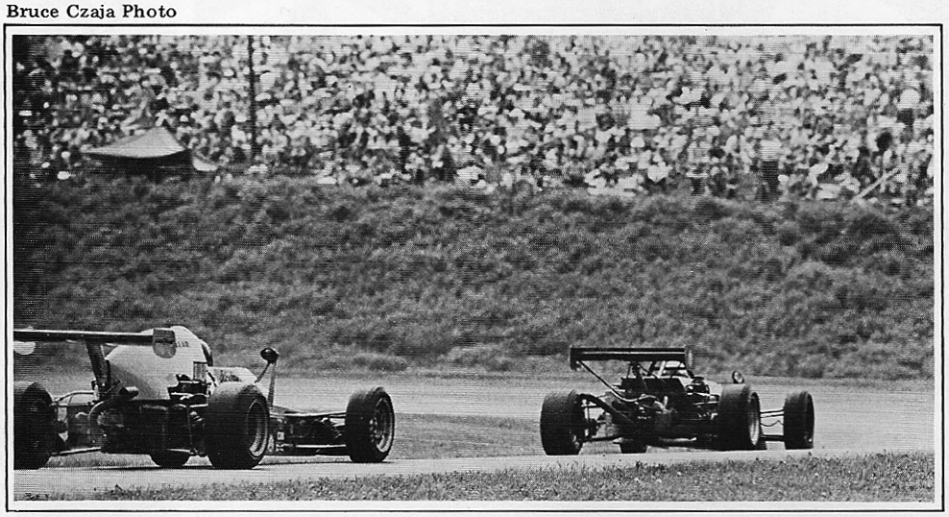
Eddie Wachs made one of his infrequent appearances in the series, causing near heart failure among several drivers as he flailed his way to the eleventh grid spot in the regular session. Joe Colontonio was twelfth fastest. Bob Lazier and Lee Mueller were both in a bind as far as the handling on their cars went and were only able to turn times that were good enough for fourteenth and sixteenth.

The pre-race warm-up was scheduled for 9:00 AM on Monday morning, a full six hours before the start of the race. Billy McConnell lunched the engine in his Tui, and Howdy Holmes never showed up. McConnell had more than enough time to put in a new engine, but Holmes, having missed the session, would have to start from the rear of the grid.

Thirty cars lined up for the start of the race; Holmes finally arriving to take the last spot. Harry MacDonald became a DNS on the grid when it was discovered that a rear suspension member had broken. The car was pushed into the pits as the field took off on the pace lap, and was retired when the crew discovered that immediate repairs would be impossible.

The rest of the field stormed down the hill and took the green flag, Bagley getting off to an excellent start. Although he was on the outside, he was able to slip the nose of his Zink in front of Miller to grab the line through the first turn. Miller tucked in on his tail, Phillips applying strong pressure from the third spot. The rest of the field stormed through the turn in some semblance of order, although Jerry Jolly did get bumped around a bit which caused him to pit and retire on the first lap.

Bruce Czaja Photo



Second place man Tom Bagley leads Howdy Holmes past one of the largest crowds in Lime Rock history.

By the time the cars came around the second time, they had neatly lined up in a row led by Bagley. Miller held second position, followed by Phillips, McConnell, Neuhoff, Alsup, Scott, and Gigliotti. Richard Melville moved up one place with Jolly's departure, while Lazier and Holmes were clawing their way through traffic to break into the top ten. For the first six laps the top six remained unchanged in order.

Phillips was the first of the fast cars to bobble, when he lost it in the sweeping right hander at the end of the pit straight. Fred slid through the grass, losing four positions by the time he recovered, and also doing some damage to his suspension which was to affect him later in the race. On the eighth lap Miller made his move; after drafting Bagley down the straight he passed the Zink in the braking area. From that point on, unless something broke on the Lola, Eddie would be in full command.

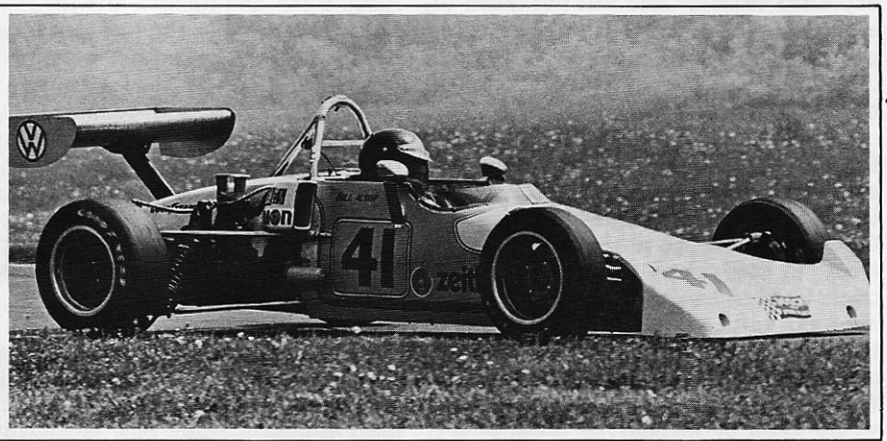
By the twelfth lap the field was becoming quite strung out and the positions fairly stable. Miller was holding a one-to two-second advantage over Bagley, who was, in turn, several seconds up on McConnell. Then, a five second gap to Phillips, who was again charging through the field after his miscue. Benny Scott held fifth, which was being hotly contested by Melville, Alsup, and Lazier — who had corrected the handling problem on his Tui in time for the race. Bill Neuhoff had dropped out of the second bunch when his engine soured. He would retire on the 14th lap with a broken cam shaft.

By the mid-point of the race, the order for the top three was firmly set. Bagley was able to close some on Miller when they would pass slower cars, but each time, Eddie would again open the gap to a second or more when the road cleared. At no time was the Zink really able to get into position to try and move into the lead although Bagley was trying his best. McConnell was running very comfortably in third, holding his distance behind the leaders and maintaining his margin on the followers.

The battle for fourth was really the best of the race as Phillips, Lazier, Scott, Melville, and Alsup all had their turns in the spot. Phillips' race ended on the 20th lap when the suspension broke, sending him off course for the second time. One lap later Lazier brought his Tui into the pits, clutching his gear shift lever in his hand. The broken piece ended what had

Mark Yeager Photo

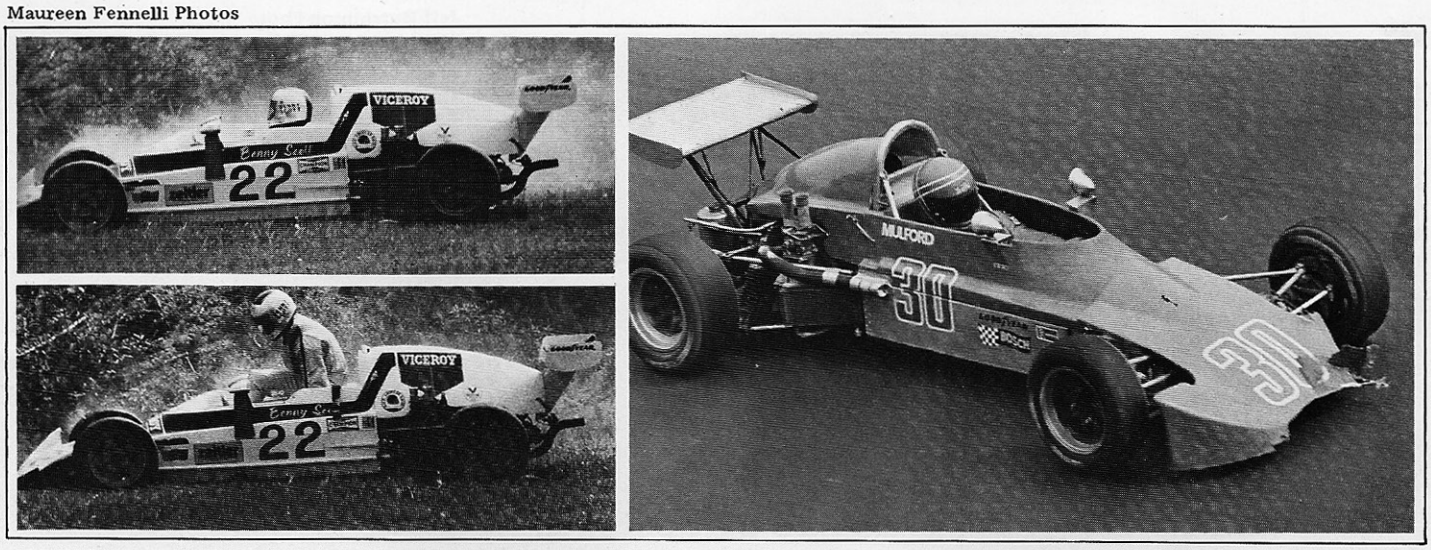




Bruce Czaja Photo

(LEFT) Billy McConnell finished third in his Essex Chemical Tui. (RIGHT) Bill Alsup surprised everyone with his strong fourth place finish.

Maureen Fennelli Photos



(LEFT) Benny Scott calls it a day. (RIGHT) Ed Mulford's battered Tui.

been an excellent race for the driver from Vail, Colorado.

With Phillips' and Lazier's retirements Scott, Alsup and Melville continued battle for fourth. Scott seemed to have the advantage as he consistently held off Alsup's determined bids to get by. Melville seemed content to lay back just a bit to see what the duo in front of him would do to each other. There were still enough laps left to make a move if he had to.

As the race neared the finish, the top three held their positions. With two laps to go, Benny Scott looked like a solid fourth place finisher as he held a two car length advantage on Alsup, his widest margin of the day. Melville was back yet another length. Suddenly, as the trio came into the sweeper at the end of the straight, Benny found himself confronted with John Kalagian's spinning Lynx. Benny did his best to avoid the car but there was just nowhere to go. He bumped the Lynx and the two cars went off the track, which let Alsup and Melville by to take fourth and fifth. Benny recovered, and although an oil line had been broken in the shunt, he was able to complete the two remaining laps.

Up front, at the end of the 50 mile sprint, Miller crossed the line 1.2 seconds ahead of Bagley, with McConnell third, a few more seconds back. Alsup held onto the fourth spot, with Melville fifth. Benny took sixth place but it is unlikely he would have finished had the race been another lap or two longer; the Lola pouring out oil from the broken line.

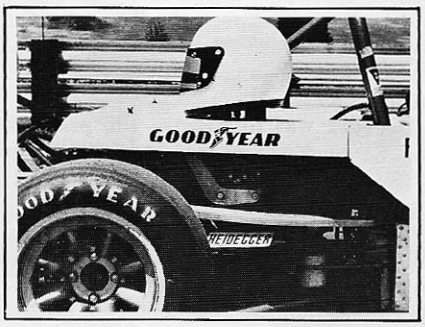
Lee Mueller finished seventh, one lap down to Miller. Bill Henderson claimed the eighth spot after starting 24th. Ninth went to Dom Billera followed by Joe Colantonio.

Miller set the fastest lap in the race with a time of 53 seconds flat, almost a second faster than his qualifying time. Surprisingly, the second fastest lap was turned in by Howdy Holmes in the E-Z Wider car. A pit stop to tighten the valve cover put him fifteenth in the finishing order.

With the victory, Miller moved into the points lead with 60; two more than Melville. Fred Phillips holds the third spot with 47; followed by Bagley with 45. Lazier has 36, Howdy Holmes 35, and Benny Scott 34. Billy McConnell, Bill Alsup, and Peter Moodie round out the top ten in the points standings. ■

STARTING GRID

TOM BAGLEY Kent Oil Zink Z-11 54.124	EDDIE MILLER Haas Lola T324 53.896
BILLY McCONNELL Essex Chamical Tui BH 5 54.686	FRED PHILLIPS Elden Mk 14 54.218
JERRY JOLLY Lola T324 54.707	BILL NEUHOFF Bill Scott Racing Royale RP 19 54.686
BILL ALSUP Zeitler Tui BH 3 55.238	BENNY SCOTT Viceroy BAR Lola T324 55.183
HARRY MacDONALD Royale RP 19 55.322	RICHARD MELVILLE Heppenstall Lola T324 55.322
ED WACHS Prototype Eng. Lola T320 55.686	LOU GIGLIOTTI Budlong Team-3 Lola T324 55.335
RICK BELL Bell Racing Royale 55.954	JOE COLANTONIO Guild Guitar Royale RP 18A 55.923
DOMENICK BILLERA Lola T252 56.058	BOB LAZIER Tivoli Lodge Tui BH 5 56.022
JOHN KALAGIAN Lynx D 57.198	LEE MUELLER Thor-Fire Lola MF 56.403
ED MULFORD Brian Stewart Racing Tui BH 4 57.560	JOHN BARRINGER Bill Scott Racing Royale RP 19 57.267
FRANCISCO ROMERO Fred Opert Racing Tui Supernova 58.414	JACK RABOLD Lola T320 58.217
VIC POTTINGER Lola T322 59.192	CHRISTIAN SKOPPE Elden Mk 14 59.157
JIM MORSKI Lola 1:00.781	WILLIAM HENDERSON Thor-Fire Lola T320 59.265
RANDY EVANS Supernova Tui BH 4 1:02.933	KEITH ALLEN KAUFMAN Tui BH 4 1:01.977
RAY HEPPENSTALL Heppenstall Royale No Time	HOWDY HOLMES E-Z Wider Lola T324 No Time
RICK GROSS Royale RP 14 No Time	RON DYKES Royale No Time
PETER DODGE Lola T252 No Time	JIM GEORGE Lola T324 No Time



OFFICIAL RESULTS OF 50.49 MILE
IMSA-ROBERT BOSCH GOLD CUP EVENT
AT LIME ROCK PARK, CONN.
Monday, May 26, 1975
Run Over 1.53 Mile Course
(33 laps)

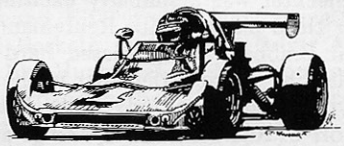
1. Eddie Miller, Lola T324, 33, $2,500; 2. Tom Bagley, Zink Z11, 33, $1,500; 3. Billy McConnell, Tui BH 5, 33, $1,000; 4. Bill Alsup, Zeitler Tui, 33, $800; 5. Richard Melville, Lola T324, 33, $600; 6. Benny Scott, Lola T324, 33, $500; 7. Lee Mueller, Lola, 32, $400; 8. William Henderson, Lola, 32, $350; 9. Domenick Billera, Lola, 32, $300; 10. Joe Colantonio, Royale, 32, $250; 11. Francisco Romero, Tui, 32; 12. John Kalagian, Lynx D, 32; 13. Vic Pottinger, Lola, 31; 14. John Barringer, Royale, 31; 15. Howdy Holmes, Lola T324, 31; 16. Ed Mulford, Tui, 31; 17. Christian Skoppe, Elden Mk 14, 30; 18. Keith Allen Kaufman, Tui, 29; 19. Ed Wachs, Lola, 28*; 20. Peter Dodge, Lola, 28; 21. Jim Morski, Lola, 28; 22. Bob Lazier, Tui BH 5, 21*; 23. Fred Phillips, Elden Mk14, 20*; 24. Bill Neuhoff, Royale, 16*; 25. Lou Gigliotti, Lola, 14*; 26 Randy Evans, Tui, 11*; 27. Rick Bell, Royale, 3*; 28. Brian Goellnicht, Royale, 2*; 29. Jerry Jolly, Lola, 1*.

* Did not finish

POINT STANDINGS AFTER SIX EVENTS

Eddie Miller, 60 pts; Richard Melville, 58 pts; Fred Phillips, 47 pts; Tom Bagley, 45 pts; Bob Lazier, 36 pts; Howdy Holmes, 35 pts; Benny Scott, 34 pts; Billy McConnell, 28 pts; Bill Alsup, 26 pts; Peter Moodie, 18 pts; Bill Neuhoff, 17 pts; Jon Batchelor, 15 pts; Red O'Conner, 15 pts; Lee Mueller, 9 pts; Harry MacDonald, 7 pts; Galen Lyons, 6 pts; Herm Johnson, 6 pts; Dick Renard, 4 pts; Volker Bruckmann, 4 pts; William Henderson, 4 pts; Jerry Jolly, 3 pts; Kirk Stowers, 2 pts; John Hancock, 2 pts; Dom Billera, 2 pts; John Barringer, 1 pt; Jim Ashton, 1 pt; Joe Colantonio, 1 pt.

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BELGIUM

Second in a row for Niki

by Jeff Hutchinson

Just fifteen days after his first Grand Prix victory of the 1975 season, Austrian Niki Lauda became the first driver to score two victories this year when he stormed his Ferrari 312T through from pole position to an almost unchallenged win just as he had done in Monte Carlo. The Belgian victory now puts Lauda ahead in this year's title chase.

It was not really a surprise, however, for the tight twists and turns of Belgium's Zolder circuit are not unlike the conditions around the twisty streets of Monaco, a situation which makes the smooth low rev torque of the flat-12 Ferrari more than a match for the Cosworth-DFV V8s. Once Lauda moved to the front he had little trouble opening out a comfortable six or seven second cushion to the next car, which he held throughout the race.

For most of the time that 'next car' was Jody Scheckter's Elf-Tyrrell 007 which he drove right on the edge for almost the entire 70 laps in order to hold the Ferrari in sight, his efforts almost going to waste just two laps from the end when his engine started to suck up the last of its petrol. "I stuck on all the pumps and prayed," said Jody afterwards, and his prayers were answered, for the Tyrrell just made it over the line after dropping back 20 seconds behind the Ferrari at the finish. It was a dramatic end, for during the last ten laps Lauda's car also sounded very sick after an exhaust pipe had fractured, which made little difference to his lap times but certainly had the Ferrari crew on tip-toe at the start of every lap.

Another twenty seconds behind Scheckter was a similarly exciting finish for third place; Carlos Reutemann's Martini Brabham being chased hard to the finish by Patrick Depailler in the second Tyrrell. But, like Jody, Patrick also ran short of fuel with two laps to go and only just avoided being passed for fourth place by Clay Regazzoni in the second Ferrari. "Regga" had driven an inspired race, for he had dropped out of the leading group early on in the race when he was forced to make a pit stop to change a blistering front tyre. From the back of the field he fought his way through to fifth place by the end, setting fastest lap in the process, a performance which justly earned him the Jo Siffert "Prix Rouge et Blanc" award for the most aggressive performance of the race. Had it not been for his stop it might well have been Ferrari one-two . . .

practice & qualifying

After the four official 90 minute practice sessions were over it was Niki Lauda's Monaco-winning Ferrari 312T which occupied pole position on the 24-car grid.

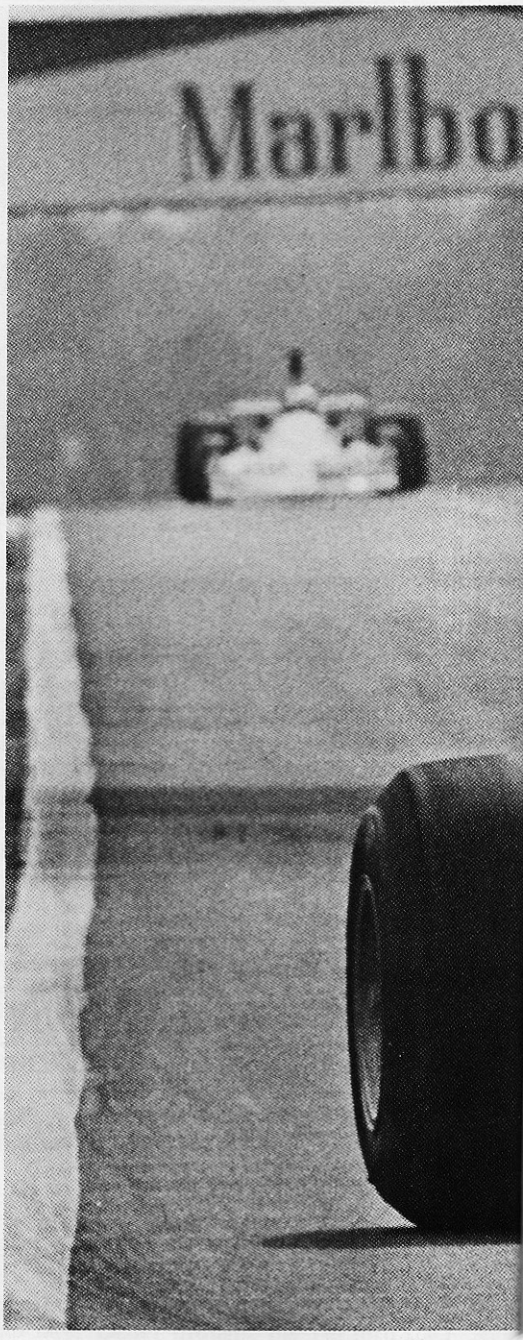
Two new tight-second-gear chicanes at the two fastest points on the Zolder circuit made the 4.22 km track considerably slower than before, and added a great deal of extra strain on the brakes, a point which was to become significant by the end of the weekend.

With the first session on the second day almost entirely rained out, a lot of teams ran out of time before trying all the things they wanted to; including Ferrari. But in the very last session Lauda, making do with what he had, took pole position by four-hundredths of a second. The Ferrari team had been trying a new exhaust system which had a cross-over "balance" pipe between the two collector points where each bank of three pipes came into one on either side of the motor.

The idea was to balance the pressure between all 6 pipes on each side of the engine, which test-bed running had shown to give a smoother power curve and slight power improvement. The first day the joining pipe cracked and the next day the weather spoiled things, so the car was finally run as "normal" when Niki set his time in the final session.

His last minute flyer knocked Carlos Pace to the wrong side of the front row after setting fastest time of the first day in his "spare" Brabham BT44B. During the first day his normal race car was plagued by a misfiring engine. The replacement engine, fitted overnight, seized its fuel pump as soon as it was started, so it was not until the very last session that Pace actually got to drive his "race" car. A second spare car was also brought along for Pace and Reutemann, this car featuring revised suspension geometry, "just like last year's car," said designer Gordon Murray, but because of the lack of time a proper back-to-back test was never carried out. The team was busy trying to add as much cooling as possible to the brakes which seemed to be everybody's main task during practice.

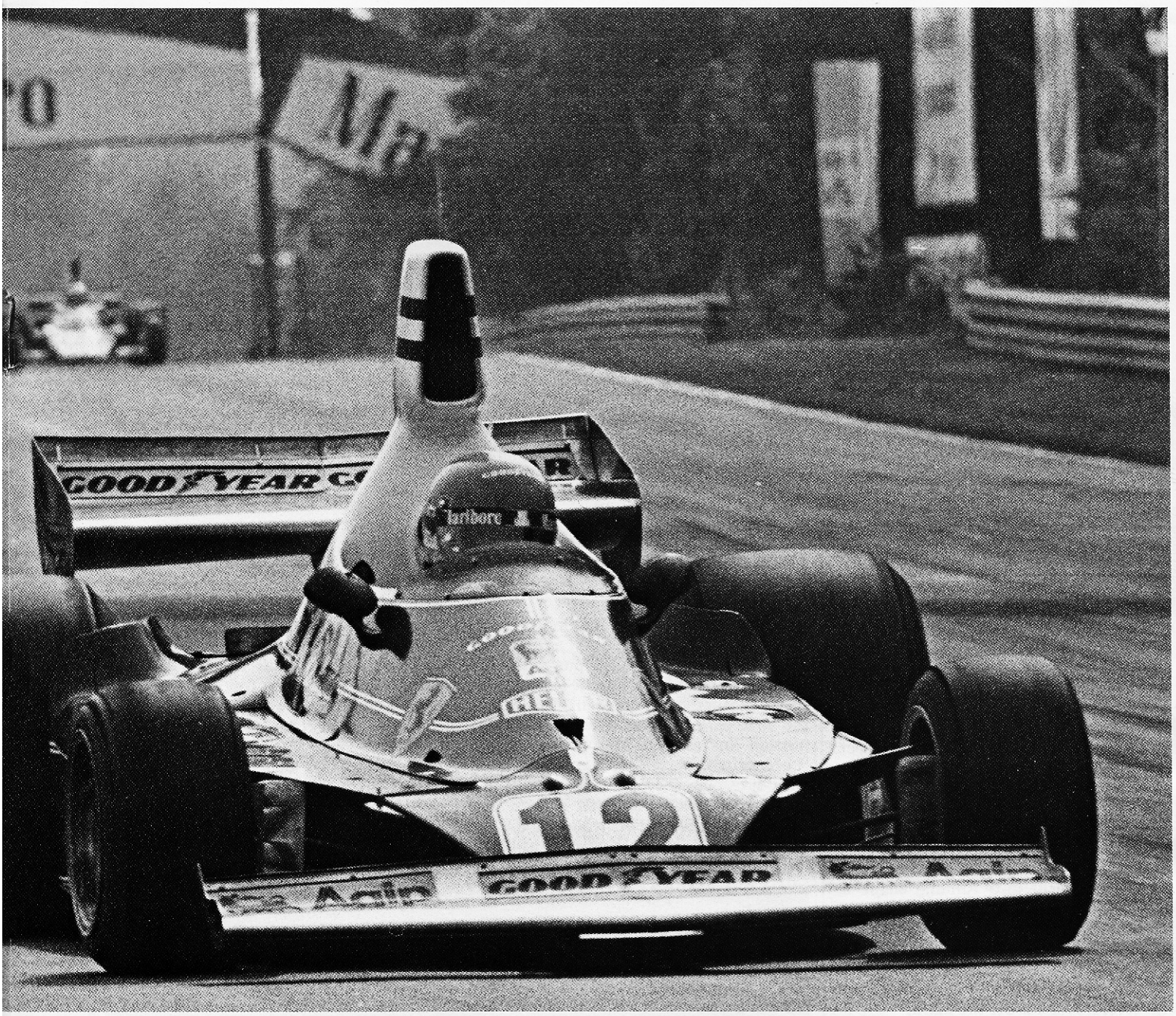
Jeff Hutchinson Photo



One of the biggest surprises of practice was the performance of Vittorio Brambilla who ended up with third fastest in his March 751. The small and now even lighter March really comes into its own on twisty circuits and Brambilla soon got going very quickly to push the second Ferrari of Clay Regazzoni to the outside of the second row. Regga's time was two tenths of a second slower than Brambilla's who in turn was less than two tenths slower than Lauda.

Heading the third row was the first of the two UOP-Shadows still set up in Monaco trim with a 2 inch narrower rear track.

Pryce soon showed his flair for getting around slow circuits on opposite lock, his sub-1:26.0 lap a great credit to him. He suffered shock and motor trouble during



most of the practice sessions.

Next to Pryce came Reutemann in the second Martini-Brabham. The real surprise of practice came from newly signed Embassy-Hill driver Tony Brise. At the end of the first day (his first time in the car and at the track) he was 11th fastest, and by the end of the second day he was seventh quickest. He said later that he could have gone even quicker had he had more time to set the car up just the way he liked it!

He was driving Graham Hill's original chassis 01 Monaco car, his teammate Francois Migault driving a brand new chassis finished just before the race. Migault was back on the eleventh row of the grid.

Next to Brise, on the fourth row, was Emerson Fittipaldi, whose McLaren M23 featured yet another new front suspension set-up including narrower front tracks in a bid to put the McLaren in contention with the other faster Ford powered cars. The alterations did not seem to help Fittipaldi that much, as his times showed.

Heading the fifth row was Jody Scheckter's Tyrrell 007, set up as at Monaco, and still not handling as well as he would have liked. Jarier sat along-side the Tyrrell in his second Shadow, a brand new chassis (04) following his Monaco crashes.

Hunt came next with his Monaco-raced Hesketh, also unchanged. Hunt, like all the ex-Firestone users, complained of both oversteer and understeer problems. It seems that the stiffer Goodyear front tyre now available has left the cars that had been designed around Firestones unstable at the back end because of the soft walls of the Goodyear construction. Stiffer rears should be ready soon which they hope will cure the trouble. Beside Hunt in row six sat Patrick Depailler in the second Elf-Tyrrell. Next came the second Hesketh in the race. Driver Alan Jones, like Hunt, was not too happy with the car's handling but did well to record 13th fastest time.

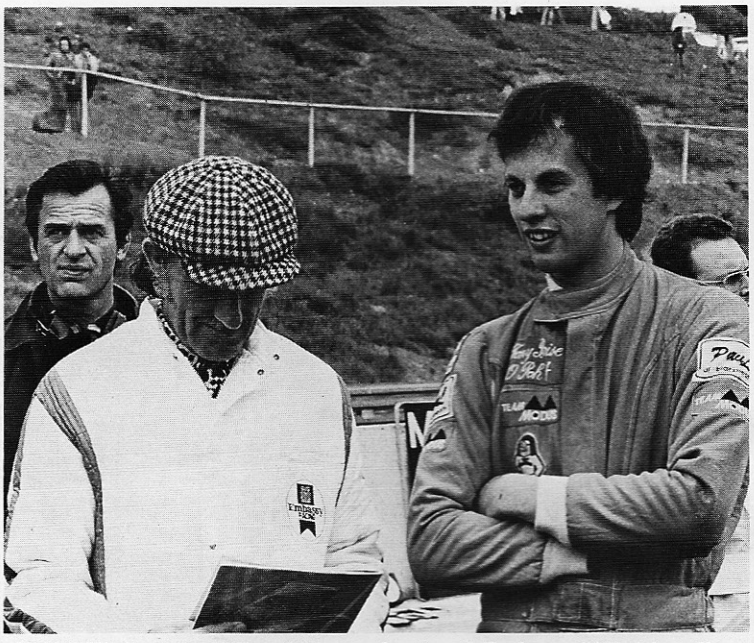
Peterson came next with his usual Lotus 72, his teammate Ickx right behind him on the grid, having been edged over by Jochen Mass in the second McLaren.

Jacques Laffite once again drove the new Williams which he had trouble getting sorted. His problems were perhaps summed up in his remark to Frank Williams, who after the first session said to Laffite, "Did you see the time Brise has done?" to which Laffite replied, "Do you see the car he is driving?" John Wat-

continued next page ➤

Ron Zuehlke Photos





(LEFT) It was another dismal race meeting for Donohue. (RIGHT) Graham Hill and his newly signed Embassy-Hill driver Tony Brise.

son was next to Laffite, with a new chassis following his Monaco crash.

Merzario in the older Williams headed the tenth row, the Italian showing little enthusiasm for the team. One got the impression that the feeling was definitely mutual. Beside Merzario was Bob Evans who set 20th quickest time with the BRM which he said was down on power.

Next up was Mark Donohue, still having a hard time with his Penske project. He provided the only major incident in practice when he tried to match his earlier testing time of 1:27.5 and crashed heavily. This was the same car which he had augered in the race at Monaco.

Beside Donohue, Migault was trying to get his new Hill into running shape as quickly as possible, while bringing up the last row of the grid were the second works March of Lella Lombardi and Wilson Fittipaldi's Copersucar which seems to have reached the limit of its potential, still several seconds off the mark.

Scheduled to race for the first time this year was the new Citizen Watch Co. backed Maki. Like the Ensign, it did not arrive, although its team manager Mr. Masao Ono was looking around the paddock and explaining that the delay was due to a shortage of spares—namely, the right size front wheels to match this year's tyre sizes.

"We will be testing the car next week with Dave Walker driving, and hope to have it racing at the Dutch Grand Prix," said Ono.

race

Fortunately, the weather remained dry for race day, the sun shining weakly through a hazy sky as the Belgian national flag dropped to start the race.

It was Pace who made the best start, followed by Brambilla; Lauda slotting in third place as the field streamed out of sight into the series of tight left and right turns which lead on to the second straight.

Already in trouble at the first turn was Jones, who got touched by another car and limped around to the pits with bent suspension. After two laps he was out.

In another lap 1 incident, this one at the first chicane, Mass tried to take the outside line around Watson, resulting in the inevitable crash. Watson carried on with tyre marks over a sagging nose section, while Mass was spun around and headed into the barrier, which he hit just hard enough to break a steering arm and to end his race.

As the cars streaked over the line at the end of the first lap it was Pace leading Lauda, Brambilla, Regazzoni, Reutemann, Scheckter, Brise, Pryce, Fittipaldi, Hunt, and Peterson;the first three cars already having opened out a short gap.

Pace only kept his lead for the first three laps however, for on lap three Brambilla moved ahead of Lauda and then on the next lap took the lead from Pace who was also passed by Lauda. Brambilla's burst of speed lasted only another lap, Lauda moving ahead on lap 6 as Brambilla slowed slightly, aware of fadfading brakes as he explained later.

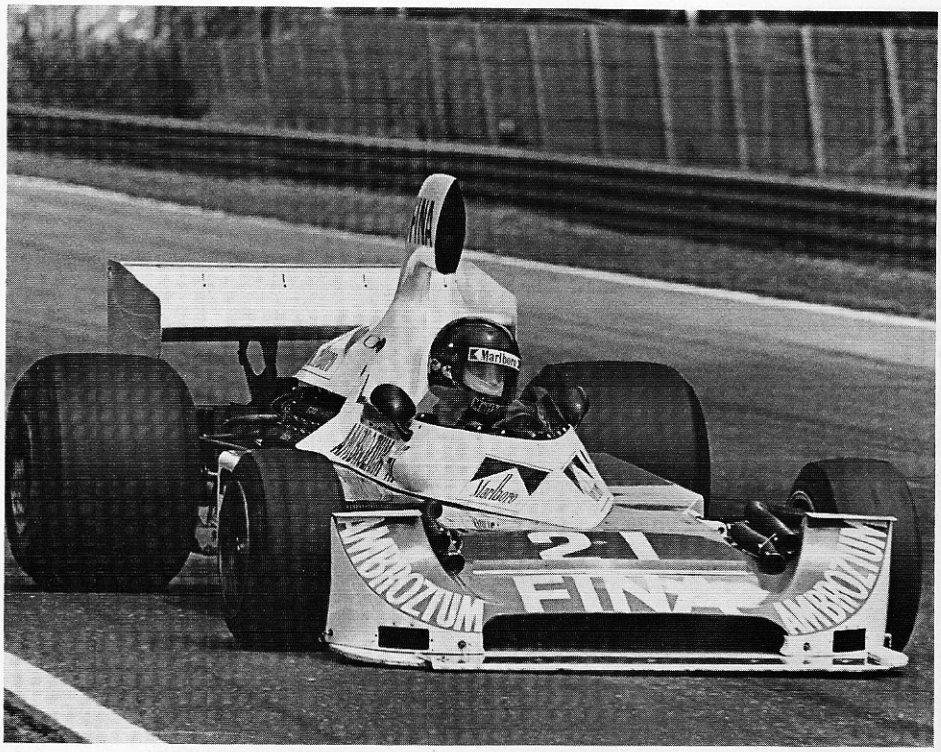
On lap 2 Scheckter had moved ahead of Regazzoni and five laps later he moved



Jeff Hutchinson Photo

Pace leads Brambilla, Lauda and Scheckter during the opening laps.

Jeff Hutchinson Photo



Jacques Laffite had his hands full with the new Williams.

ahead of Pace for third place. Brambilla was also unable to hold off the Tyrrell driver, who took second place on lap nine about six seconds behind Lauda at this stage.

The pattern of the race had been set, for until well after half distance the first three places remained the same but for three laps.

Behind, Pace slowly slipped further and further back, explaining after the race that he was having trouble getting third gear which he finally lost altogether.

The battle for fourth place became the major interest of the race. Brambilla was pushed back to fourth for three laps when Regazzoni also moved ahead in the second Ferrari, but on lap 17 he was forced into the pits for a new front tyre after it had blistered, rejoining the race almost ¾ of a lap behind Lauda and just about at the back of the field, which by this time was already considerably smaller.

Both the Williamses were out with clutch and gear problems. Jarier slid off the road and could not re-start the Shadow, while Brise also spun and had trouble starting his Hill after just two laps. He managed to get going again, but lasted only until lap 13, like Jarier, before retiring at the pits with a broken engine.

James Hunt joined Jones in the Hesketh dead car park after 16 laps, his gear linkage broken.

Running at the back of the field was the March of Lella Lombardi which was due to retire after 19 laps, "with a no good engine."

This left Lauda holding a comfortable six-second lead over Scheckter at the 20 lap point; Brambilla now a distant third, a further nine seconds behind, and just three seconds clear of the string of cars chasing fourth place. These were headed by Pace and his own teammate Reutemann, followed by Fittipaldi, Pryce, Depailler and Peterson. Next up was Ickx, another twenty seconds back and well clear of Evans, Migault and Donohue, all fighting for the tail end position.

Watson had dropped two laps because of a stop to change the Surtees' nose section, which after the first eight laps started to sag and rub the ground, while Regazzoni was closing fast on the tail-enders which he was soon to pass.

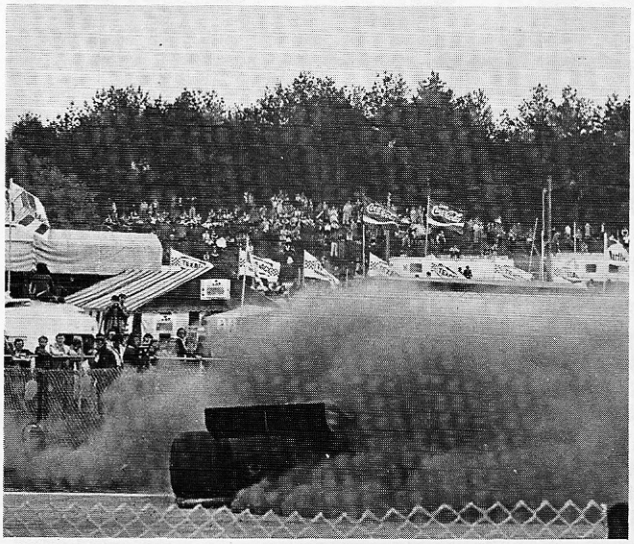
Scheckter was the only driver who could keep Lauda in sight, although to do it he was throwing the Tyrrell very sideways compared to the comparative "Sunday-afternoon-drive" style of Lauda who had little trouble maintaining his advantage, which fluctuated between six and ten seconds.

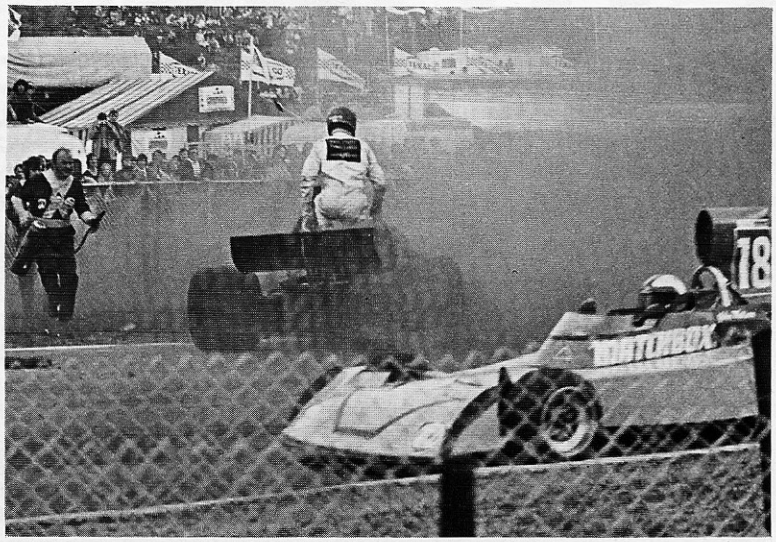
Brambilla was dropping further and further back, although he held off the bunch behind until lap 49 when he was forced to stop to see what could be done about his failing brakes. He rejoined the race, but was out for good five laps later with no brakes at all. It had been a fine effort.

This put Reutemann in third place, the group behind now very spread out. Pace had dropped well back, while fourth place was a hard fought battle between Fittipaldi and Depailler. Peterson had been in close company until shortly after half distance when for no apparent reason he seemed to "forget" to brake for the chicane behind the pits. At the last possible moment his front wheels locked up before he hit the sand and ploughed through four rows of catch fencing

continued next page ➤

Jeff Hutchinson Photos





Ronnie Peterson was running seventh when this happened.

which stopped the car almost undamaged. Peterson climbed out unhurt and walked back to the pits. Fifteen laps later Ickx retired the second Lotus, this time clearly as a result of brake failure — he drove slowly back to the pits with one of the front brake shafts having disappeared altogether. He had spent most of the race riding over curbing, however, and this could well have been the cause.

During the final stages of the race it looked as though Scheckter's dogged determination might pay off when the Ferrari suddenly started to sound rough, the ragged sound caused by a broken exhaust pipe. It made little difference to Lauda's lap times but put the Ferrari crew in an even more tense mood then normal during the last ten laps of the race.

As it turned out it was Scheckter who had the real problems, the Tyrrell suddenly dropping well out of the fight in the last couple of laps as Jody struggled to keep the almost dry Tyrrell running. As he crossed the line to take second place the motor died altogether!

His teammate, Depailler, was in similar trouble. He took fourth place from Fittipaldi, who dropped well down after boiling the brakes of the McLaren, and then looked like taking Reutemann for third place, but he also ran short of petrol at the finish and like Jody was lucky to finish the race.

Regazzoni's hard drive back up the field earned him a well deserved fifth place with Tom Pryce, sixth, also slowing at the end with brake problems like so many others — Pryce the last driver to remain unlapped by the winning car.

Fittipaldi and Pace came in a distant seventh and eighth, while ninth and tenth places, two laps behind Lauda, went to Evans and Watson.

Three laps down and the final two of twelve finishers were Donohue and Wilson Fittipaldi.

Going into the Swedish GP, only eight points separate the first five places in the current World Championship points table. It appears to be another close, season long battle for the Championship. ■

STARTING GRID

NIKI LAUDA Ferrari 312T-023 1:25.43		CARLOS PACE Brabham BT55B-2 1:25.47	
	VITTORIO BRAMBILLA March 751-3 1:25.66		C. REGAZZONI Ferrari 312T-21 1:25.85
TOM PRYCE Shadow DN5-2A 1:25.94		CARLOS REUTEMANN Brabham BT44B-1 1:26.09	
	TONY BRISE Hill-Lola GH1 1:26.22		E. FITTIPALDI McLaren M23-9 1:26.26
JODY SCHECKTER Tyrrell 007-2 1:26.36		JEAN-PIERRE JARIER Shadow DN5A-4 1:26.38	
	JAMES HUNT Hesketh 308-2 1:26.51		P. DEPAILLER Tyrrell 007-4 1:26.74
ALAN JONES Hesketh 308-1 1:27.05		RONNIE PETERSON JPS 72E-9 1:27.17	
	JOCHEN MASS McLaren M23-8 1:27.38		JACKY ICKX JPS 72E-5 1:27.40
J. LAFITTE Williams FW-04 1:27.70		JOHN WATSON Surtees TS16-05-4 1:28.01	
	A. MERZARIO Williams FW-03 1:28.18		BOB EVANS BRM P201-2 1:28.57
MARK DONOHUE Penske PC1-01 1:28.65		F. MIGAULT Hill-Lola GH-3 1:29.57	
	LELLA LOMBARDI March 751-2 1:29.71		W. FITTIPALDI Copersucar 1:30.27

Results

1. N. Lauda, Ferrari 312T, 1 hr 43 min 53.98 secs (172.285 km average speed)
2. J. Schekter, Tyrrell-Ford 007, 1hr 44 min 13.20 secs
3. C. Reutemann, Martini Brabham BT44, 1 hr 44 min 35.80 secs
4. P. Depailler, Tyrrell Ford 007, 1 hr 44 min 54.06 secs
5. C. Regazzoni, Ferrari 312T, 1 hr 44 min 57.84 secs
6. T. Price, UOP Shadow DN5A, 1 hr 45 min 22.43 secs
7. E. Fittipaldi, Texaco Marlboro McLaren M23, 69 laps
8. C. Pace, Martini Brabham BT44, 69 laps
9. B. Evans, BRM P201, 68 laps
10. J. Watson, Surtees TS16, 68 laps
11. M. Donohue, Citibank Penske, 67 laps
12. W. Fittipaldi, Copersucar Fittipaldi, 67 laps

Fastest lap:

C. Regazzoni, 1 min 26.76 secs

WORLD CHAMPIONSHIP (after 6 rounds)

Lauda, 23 pts; **Fittipaldi**, 21 pts; **Pace**, 16 pts; **Reutemann**, 16 pts; **Scheckter**, 15 pts; **Depailler**, 11 pts; **Mass**, 10½ pts; **Regazzoni**, 8 pts; **Hunt**, 7 pts; **Peterson**, 3 pts; **Ickx**, 3 pts; **Jarier**, 1½ pts; **Brambilla**, 1 pt; **Lombardi**, ½ pt.

CONSTRUCTOR'S WORLD CHAMPIONSHIP

Brabham-Ford, 29 pts; **McLaren-Ford**, 26½ pts; **Ferrari**, 26 pts; **Tyrrell-Ford**, 19 pts; **Hesketh-Ford**, 7 pts; **Lotus-Ford**, 6 pts; **Shadow-Ford**, 2½ pts; **March-Ford**, 1 pt.

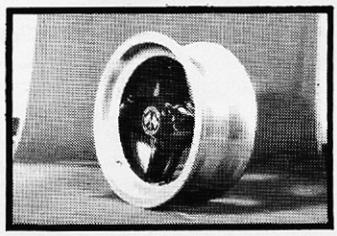
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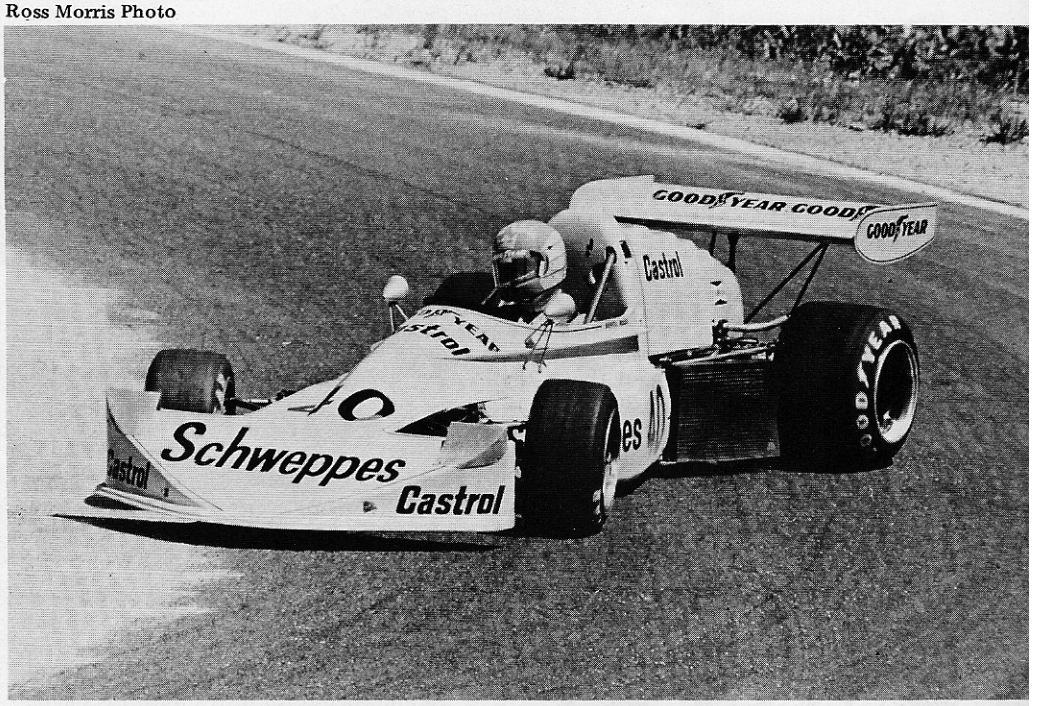
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Player's Pacific

Bertil Storms Westwood

by Chris Waddell

Ross Morris Photo





John Black Photo

(TOP) Bertil Rosters his March around Westwood. (BOTTOM) Familiar faces in the winner's circle; Left to Right: Klausler, Brack, and Roos.

The more things change, the more they stay the same. Just ask Bertil Roos, Bill Brack or Tom Klausler.

Before the start of the 1975 Player's Challenge Series much noise was made about the high calibre of drivers joining the series for '75: Elliott Forbes-Robinson, John Nicholson, Hector Rebaque, Brett Lunger, Dave Walker, and Jon Woodner just to name a few.

But after two races where are they? To be fair, some of them have yet to get their car or team fully sorted out, but in a six race series, being ready at the opener is the name of the game.

After the second race, at Westwood, it seems a safe bet that either Bertil Roos, Bill Brack or Tom Klausler will be the 1975 Canadian Driving Champion. They have been in the top three finishers at both races.

At the Player's Pacific, Roos again demonstrated his newfound patience and concentration as he scored a convincing win over Brack, with Klausler in third.

As at Edmonton, the sensation of practice was Booby Rahal. The twenty-two year old was throwing his Lola T360 around the 1.8 mile track in oversteering slides, just catching the car in time to rocket down the straight. His efforts were worth the fastest qualifying time, a 1:03.024.

Roos, using some new European Goodyears, was in the number two spot with a 1:03.153, driving the Ecurie Canada Schweppes/Castrol March 75B. Bill Brack needed all his experience and talent to put his STP Chevron into third position, and even then was assisted by some fast official watches. Credited with a 1:03.259, Brack tried everything to get the car to handle better, without success.

The Penthouse Lola T360 of Elliott Forbes-Robinson was fourth with a 1:03.419; the Bill Scott team beginning to recover from the Edmonton shock of finding others further along in development than they were.

The Lola T360s of Klausler and Tom Gloy were in the third row, while Marty Loft had the Jon Woodner March 75B into seventh in a very impressive debut of Formula Atlantic machinery. Beside Loft was French Canadian Gilles Villeneuve, getting down to hard work in his Skiroule March 75B. All eight drivers were under Roos' old lap record of 1:03.880.

Everyone else was scattered throughout the grid, either not being fast enough or suffering minor problems that resulted in missed track time during qualifying.

Twenty-five places were set aside for normal qualifying and they were filled easily by the 48 car entry. The final five places were filled by a qualifying race of 20 laps.

Chip Mead immediately took the lead in this race and looked like a winner until his throttle springs broke, jamming the throttle wide open. He ran the final six laps on the car's ignition switch, finally finishing fifth.

Mead's demise allowed Australian Dave Walker to move to the front in his Lola T360. The car had only arrived at the track in time for the race after being assembled in Vancouver. But he was no sooner in the lead than the left front tire, which had been deflating since the 13th lap, blew out. Walker went running on the rim, finally finishing seventh, seemingly out of the race.

Then the organizers, in a moment of generosity, allowed Walker to start, expanding the grid to 32 cars to accommodate him. Mead echoed the sentiment of other drivers when he noted, "Thanks a lot, after I killed my engine trying to stay in fourth."

Anyway, everyone was ready for the race the next day, except Bill O'Conner who had crashed his Lola in the warm-up. The clevis broke on a trailing arm where a

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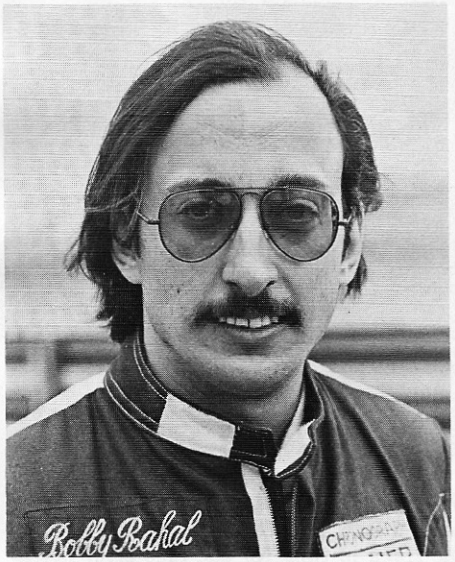
rod end had broken at Edmonton, and O'Conner decided not to race; wanting to check the whole suspension before going out again.

Roos grabbed the lead from the start, hotly tailed by Rahal, Brack, EFR, Klausler, Loft, Gloy, Breidenbach, and Villeneuve. It took only one lap for Brack to scramble into second place, but getting the lead would be a much tougher proposition. The Canadian Champion closed to within 1.5 seconds of Roos but the Swede immediately pulled the lead back to just over two seconds and that's the way they stayed for the first 20 laps.

Behind them, Rahal was still in third, but as the 20 lap mark approached, his brakes began to fade; the victim of fluid leaking from the top of the master cylinder. This allowed EFR and Klausler to close.

Loft was coming under pressure from Villeneuve, and John Nicholson in seventh was being challenged by Craig Hill's March 75B and Bruce Jensen's Chevron B29.

On lap 22 it happened: Brack grabbed the lead when Roos slowed to investigate rising water temperature. Convinced that things were in order, Bertil closed up on Brack and on lap 28 moved back into first. The STP car's handling was beginning to go off as at Edmonton, when the gas was used up and the weight distribution altered.



23-year-old up and coming Formula Atlantic driver Bobby Rahal.

From this point Roos pulled away, building an eight second advantage that finally shrunk to 2.7 seconds at the finish when he had trouble lapping a slower car.

Klausler had moved into third on lap 31, placing him ahead of EFR and Villeneuve, who got past a sputtering Rahal on lap 47.

Veteran Canadian Craig Hill came through for seventh, his car outfitted with experimental Gabrial shocks, while Bobby Brown's Chevron B29 cruised to ninth ahead of a disappointed Howdy Holmes, who just could not get his Lola to do what he wanted it to.

John Nicholson drove until his engine blew up, after all the water had come out. "I guess I should have stopped." was his comment. His teammate Brett Lunger, never in the hunt, was called in before he destroyed his BDA.

Jensen exploded an engine right in front of the pits in spectacular fashion while running eighth, and Loft also lost a motor after a good drive that had him running in sixth.

Mexican Hector Rebaque was another that was never in the race, finally ending his day after a spin off course.

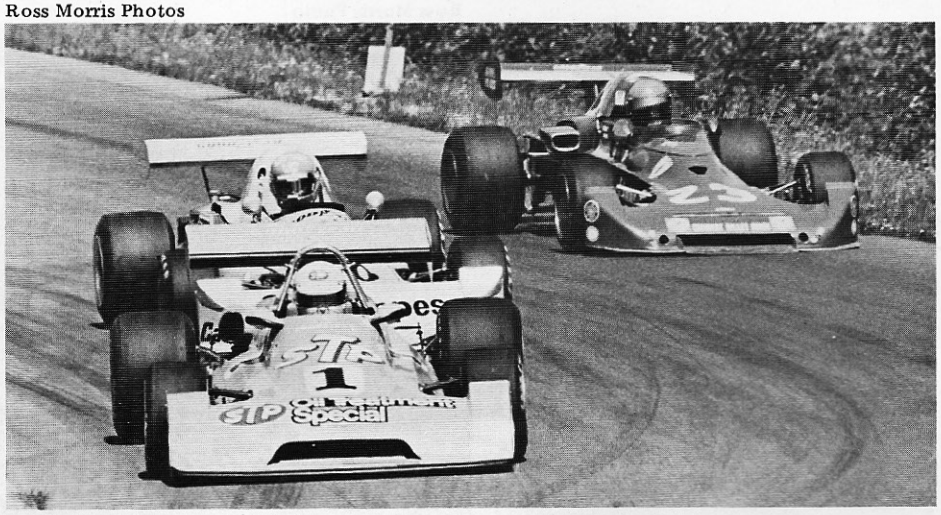
Walker, starting at the back, tried to go inside James King at the hairpin, after picking up nine places in the first three laps. He didn't make it; had his nose shredded, and drove laps four to seven with the car in that condition.

He then pitted and had the nose removed, running the rest of the race without a nose, and not really proving much at all. In the process, he was given a one lap penalty for a push start in the pits.

A lot of contemplation is in order for many people before the third series round. Clearly, the easy money the "aces" from other series thought they could pick up in Canada is not so easy.

Hard work is the only thing that will bring rewards in the Player's series this year. Roos, Brack and Klausler know that and they just keep rolling along. ■

Ross Morris Photos



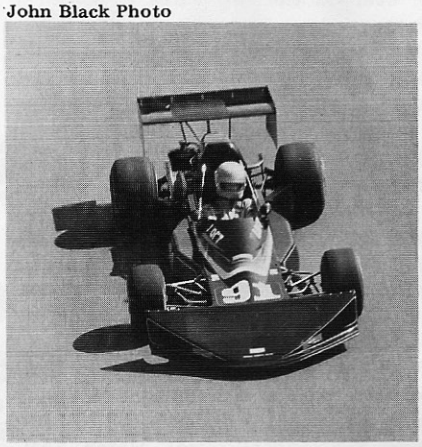
Brack leads Roos and Rahal.

STARTING GRID

Bertil Roos March 75B-Hart 1:03.153	**Bobby Rahal** Lola T360-McCoy 1:03.024
Elliot Forbes-Robinson Lola T360-Caldwell 1:03.419	**Bill Brack** Chevron B29-Hart 1:03.259
Tom Gloy Lola T360-Smith 1:03.705	**Tom Klausler** Lola T360-Whitehurst 1:03.494
Gilles Villeneuve March 75B-Swindon 1:03.801	**Marty Loft** March 75B-Cosworth 1:03.755
Tom Weichmann Lola T360-Slatten 1:04.068	**Don Breidenbach** March 75B-Nicholson 1:04.049
Bobby Brown Chevron B29-Whitehurst 1:04.287	**John Nicholson** Tui BH2-Nicholson 1:04.181
Brett Lunger Tui BH2-Nicholson 1:04.356	**Howdy Holmes** Lola T360-Caldwell 1:04.351
Peter Ferguson Chevron B29-Hart 1:04.536	**Bruce Jensen** Chevron B29-Hart 1:04.501
Craig Hill March 75B-Hart 1:04.785	**Hector Rebaque** Chevron B29-Hart 1:04.653
Bill O'Conner Lola T360-Smith 1:04.931	**Syd Demovsky** March 75B-Cosworth 1:04.851
Bobby Dennett Chevron B29-Hart 1:04.982	**Mike Hall** Lola T360-Smith 1:04.941
Vince Muzzin March 75B-Cosworth 1:05.119	**James King** March 75B-Nicholson 1:05.089
Tom Crowther* March 722-Huffaker	**Ron Householder** Brabham BT40-Cosworth 1:05.636
Price Cobb* March 75B-Race Shop	**Tim Cooper*** March 75B-Williams
Jay Erickson* March 73B-Smith	**Chip Mead*** March 75B-Cosworth
Dave Walker* Lola T360-Nicholson	**Jon Batchelor*** March 75B-Hart

* Final places on grid filled by a qualifying race.

John Black Photo



Results

1. Bertil Roos, Schweppes/Castrol March 75B-Hart, 57; **2. Bill Brack,** STP Chevron B29-Hart, 57; **3. Tom Klausler,** Traylor Lola T360-Whitehurst, 57; **4. Elliott Forbes-Robinson,** Penthouse Lola T360-Caldwell, 57; **Gilles Villeneuve,** Skiroule March 75B-Swindon, 57; **6. Bobby Rahal,** Red Roof Inns Lola T360-McCoy, 57; **7. Craig Hill,** Gabriel Strider March 75B-Hart, 57; **8. Bobby Brown,** Chevron B29-Whitehurst, 56; **9.Tom Weichmann,** Lola T360-Slatten, 56; **10. Howdy Holmes,** Lola T360-Caldwell, 56; **11. James King,** March 73B-Nicholson, 56; **12. Bobby Dennett,** Chevron B29-Hart, 56; **13. Chip Mead,** Lambrusco March 75B-Hart, 56; **14. Peter Ferguson,** Samsonite Chevron B29-Hart, 55; **15. Vince Muzzin,** March 75B-Cosworth, 55; **16. Mike Hall,** Lola T360-Smith, 55; **17. Price Cobb,** March 75B-Race Shop, 55; **18. Ron Householder,** Brabham BT40-Cosworth, 55; **19. Jay Erickson,** March 73B-Smith, 48; **20. Brett Lunger*,** Tui BH2-Nicholson, 47; **21. Dave Walker**,** Lola T360-Nicholson, 45; **22. John Nicholson,*** Tui BH2-Nicholson, 44; **23. Bruce Jensen,*** Exotic Plants Chevron B29-Hart, 42; **24. Tom Crowther,** March 722-Huffaker,39; **25. Hector Rebaque,*** Cafe Mexicana Chevron B29-Hart, 33; **26. Tim Cooper,** March 75B-Williams, 30.



June Sprints East '75

by Jim Drago

The Vees put on one of the best shows of the weekend.

This year's edition of the "June Sprints" lived up to its reputation of close competition and great entertainment. There were 515 entries this year, with fields of over 70 cars in some classes. The theme for the weekend was set on Saturday, with hot humid weather, the kind that is great for growing corn and cooking drivers. It was just as torrid out on the circuit with class records tumbling like dominoes.

There were 59 Formula Vees scrapping for the pole, and when all the dust had settled, Jerry Knapp had it with a time of 2:55.068, a half a second ahead of the Lynx contingent led by Terry Satchell with a 2:56.068. The "long distance" award went to Jim Hall in his RCA, as he made the trip all the way from Texas.

At 2:50 p.m. Knapp's sleek Laser Caldwell brought the starting field of 58 Vees up the start-finish straight at full bore. Evenly matched knots of Vees swarmed into turn one and as the corner workers held their breath, John Hogdal and Mike Frangkiser muscled their way past Knapp while Warren Mockler nipped at Knapp's heels. Lead swapping occurred throughout the circuit to the extent that the first 4 positions were up for grabs. By the end of the first lap Hogdal, Satchell, Mockler, and Frangkiser had locked into a battle for first; all in Lynx chassis. It was literally nosecone to tailpipe. Jerry Knapp had slipped to sixth and was dueling closely with John Prediger and T. A. Stephani, also driving Lynx cars.

Watching them run in such close order was almost reminiscent of racing at Germany's Nurburgring, where you frequently have a different leader reported at each curve on the course. With the two long straights the leaders were able to draft themselves away from the pack. On lap five the group was still as tight as ever, Hogdal, Frangkiser, Mockler, and Satchell showing discipline and unswerving perseverance.

Behind the lead group was another fistfull of contenders composed of Slim Helson's Zink, Mike Leary's Lynx, and Jerry Peterson's Zink. All three had an excellent start and were busy putting on their own display of dicing.

On lap five, John Prediger and Jerry Knapp touched wheels in turn five causing an anxious moment for all. Knapp and Mike Leary came together a few laps later in a similar fashion at turn 12.

At the three-quarter mark, Mockler decided it was his turn to lead the pack, with Hogdal, Frangkiser, and Satchell looking over his shoulder.

Eddie Cadena had the only crash of the race; he spun off at turn 11 and hit the guardrail. A corner worker, in the process of climbing over the guardrail, slashed his leg open on one of the rail bolts and became the only casualty on Saturday.

Going into the 15th and final lap, suspense and tension reached their zenith. The first three places were still being exchanged throughout the last lap and the crowd was on its feet as the pack climbed the hill after turn 14. Satchell had edged ahead of Hogdal but it was neck-and-neck all the way with Mockler right behind. At the very last instant Hogdal pulled out a little top-end horsepower and nipped Satchell right at the line. Whew, what a finish, and to cap the victory, John Hogdal also turned in the fastest lap of the race, 2:54.203, a new lap record. Polesitter Knapp finished a disappointed fifth behind the Lynx contingent. Jerry Peterson took seventh. His racelong duel with Slim Helson over when Helson erred on turn nine of the last lap and dropped to 14th at the checkered.

Formula Vees have come a long way but the evenness of competition is still its strongest asset, as was amply demonstrated by the crowd-pleasing performance displayed by Hogdal and Satchell.

Formula Ford

Right on the heels of the Vees loomed the Formula Ford bash. Qualifying made a shambles of the old track record with John Sitles' ADF Mk II coming out on top with a time of 2:35.416. The first five cars in the starting field of 73 were of different makes; ADF, Elden, Merlyn,

continued next page ➤

Titan, and Zink.

The race distance for this event had to be reduced from 15 to 12 laps. This was necessary because a number of the new Formula Fords had been built with six-gallon fuel cells, the older ones having eight-gallon cells. There was some fear that fuel consumption would jeopardize the finishing field so the distance was shortened. I thought that only occurred at Indy!

At 4:00 p.m. 71 cars took the green, looking like rush hour on the freeway! In the first turn it was Stiles' ADF followed by Bob Morris's Titan and Denny Moothart's Merlyn leading the high speed serpent as it plunged down the back straight. In fourth and fifth came the Zinks of Dave Weitzenhof and Tim Evans who were both running better after installing stiffer anti-sway bars and springs which allowed their tires to perform better under heavy loads.

At the end of the first lap the leaders came by like a precision flying team in close formation led by Stiles, Weitzenhof, Tim Evans, and Bob Morris. The second group was composed of a three way scuffle between Carl Liebich's Lola, Steve Lathrop's Zink and Gary Passon's Lola.

The close competition got to Stiles almost immediately and he fell back behind the leaders to eighth on lap two. As a result, our heroes in the two Zinks, Dave Weitzenhof and Tim Evans, installed themselves in positions one and two respectively. Lathrop, Liebich, and Passon took turns nudging each other's Hewland gearboxes.

Denny Moothart took himself out of contention by spinning in turn 12. Ken Stewart and B. J. Swanson decided to tangle with Alan Lewis in turn five. Lewis liked it so much he decided to do it again with Gig Gibson in turn one, one lap later.

Meanwhile, back up front, Weitzenhof and Evans were drafting themselves away into their own private battle. Gary Hackbarth's H & H Special decided to join the scrap and cranked off a new lap record on lap seven, bringing Larry Wood's Van Diemen along with him.

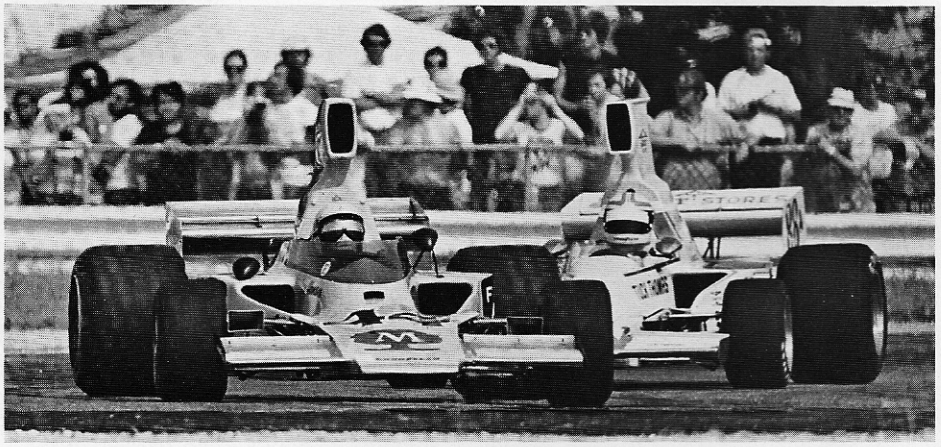
Then Evans disappeared, Weitzenhof flashing by with first place all to himself. Ten cars later Evans came screaming by like a man possessed. As the two leaders had approached turn three on the previous lap, Weitzenhof was trailing Evans. Evans braked heavily which caught Weitzenhof by surprise and put Weitzenhof's Zink right up the other Zink's rear end. Evans took a free excursion off into the boonies and didn't get back on the track until ten cars had gone by. After the race Weitzenhof was very apologetic about the incident, which he said was totally unintentional.

Once back on the track, Evans wasted no time recovering lost ground, immediately posting a new track record of 2:34.742 for a speed of 93.058 mph. His climb back up the ladder was unbelievable; within three laps he was back in second place!

Evans' performance was so inspiring that it shadowed a very impressive drive of Gary Hackbarth, climbing from tenth to third by lap 12.

The climax saw Weitzenhof winning comfortably with a nine second margin over Evans. The duel for third was a tussle to the line with Gary Hackbarth's sterling performance nosing out John Stiles, Larry Wood, Carl Liebich, and Steve Lathrop.

The impressive demonstration of driving put on by the Zink pilots will undoubtedly generate even greater interest among Ford drivers in the weeks to come, The Zink FF not having a reputation equal to its Elkhart performance. ■



Jerry Hansen did it again.



Bill Jennaro Photos

Polesitter John Stiles' ADF leads Gary Hackbarth's H & H Special and Larry Wood's Van Diemen.

Formula SCCA

In recent years the June Sprints have become the private domain of Jerry Hansen, and this year was no exception. Saturday Hansen walked off and left the A Production field in his 'Vette. Sunday he flexed his muscles by emasculating the rest of the A Sports Racing entries in his ex-Peter-Revson Lola T222.

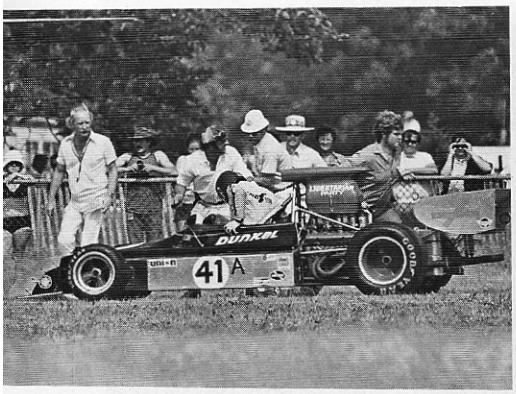
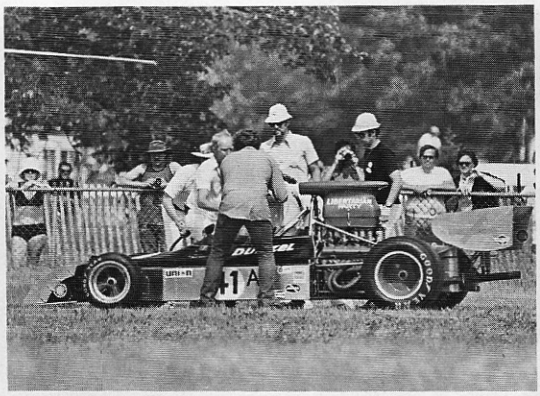
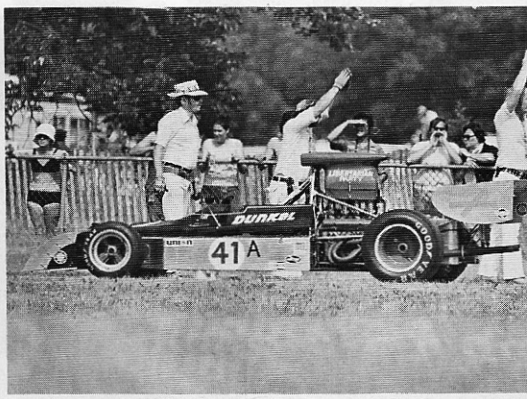
To complete the "overkill" Hansen jumped out of the Lola T222, jumped into his T330, and properly blew off the Formula A's. Hansen proved he was the class of the field in both equipment and driving skill.

The formula race held on Sunday was a potpourri of classes, consisting of Formula A, B, C, and Super Vee in one event. Having such speed differentials between cars can be dangerous with such as amalgam of machines; the four mile length of the circuit was the redeeming factor as it allowed everyone to spread out around the course.

By mid-afternoon the track temperature was around 126 degrees, a real scorcher. Salt pills and bratwurst were the principle diet of the day, as over 27,000 spectators (45,000 for the weekend) showed up for the finale.

Hansen completely dominated qualifying in his Lola T330, posting fast time of 2:10.574. Chuck Dietrich, in a seasoned Rondel Brabham BT-38, was the fastest of the B's with a 2:24.068, Harry MacDonald's Royale Super Vee headed the SV class and Paul Henry's Chevron topped the Formula C's.

The outcome of the race was settled almost as quickly as the field of 46 cars

The Dunkle incident.

Bill Jennaro Photos

stormed past the pagoda. Hansen and Tuck Thomas jumped into the lead, Followed by Dr. James Dunkel's tired Chevron B-24. Then a large gap and Chuck Dietrich in his lone Brabham leading the Formula B's.

Hansen had complete control of the race with Thomas trying to stay in contact with him. As Jim Dunkel came down to turn five he flew off the track onto the escape road, leaped out of his car and started tearing off his clothes — the water pipe on his Chevron had ruptured, scalding his back, arms, and legs. He was immediately rushed by helicopter to Milwaukee's St. Mary's Burn Center with second degree burns. He was pronounced in fair condition.

Don Carmichael, in a Brabham BT-40, started to reel-in Dietrich, and the twosome entered into a race-long confrontation to decide the Formula B honors. Finally, with three laps to go Dietrich took command, closing in on Thomas' Lola which had slowed with a broken exhaust header. Both Thomas and Carmichael in their attempts to catch the leaders set new track records for their respective classes.

Tom Outcault, who had an excellent start in his March 74B, and David Ralston in his Brabham exchanged positions until lap 13. Tom decided third was better than fourth and put his yellow March to work, pulling away from his Formula B rival.

Jim Miller inherited the Formula C cup after Paul Henry's Chevron experienced a sticking throttle linkage with a few laps to go. Henry, Miller, and Dick Johnson put on a good demonstration of small-bore racing until the 'gremlins' got Miller near the end.

Harry MacDonald's Royale was harassed throughout the event by the Lolas of Vic Pottinger and Herm Johnson, Johnson cranked off a new lap record for Super Vees while trying to establish himself at the head of his peers. But it was to no avail, as MacDonald's Royale was massaged to a fine point and handled perfectly in the latter stages of the race. Billy McConnell, who was also dueling for Super Vee points in his Tui, was disqualified because he had a booster battery start at the beginning of the race.

So it was a weekend of exceptional dicing, beer 'n brats, and halter tops. One of the best June Sprints ever. ■

Formula Ford Grid

Thomas Carson Elden Mk 10C 2:35.825	**John Stiles** ADF Mk II 2:35.416
Robert Morris Titan Mk 6C 2:36.680	**Denny Moothart** Merlyn Mk 25 2:36.623
Tim Evans Zink Z10 2:37.302	**Dave Weitzenhof** Zink Z10 2:37.067
Steve Lathrop Zink Z10 2:37.607	**Carl Liebich** Lola T342 2:37.331
Gary Hackbarth H & H Special 2:38.051	**Ken Stewart** Titan Mk 6C 2:37.651
Tony Kester Dulon MP 17 2:38.451	**Gary Fasson** BMR-Lola 2:38.074
Larry Wood Van Dieman RF 75 2:38.859	**Don Carlson** Zink Z10 2:38.542
Bob Layman Crossle 25F 2:39.650	**Michael Studnicki** Dulon MP 17 2:38.859
Jerry Jolly Titan Mk 6 2:39.877	**Zan Smith** Lola T204 2:39.803
Ralph Kurek Titan Mk 6B 2:40.320	**Stuart Moore** Hawke DL 11 2:40.132
Burke Harrison Dulon MP 15B 2:40.427	**Frank Scott** Elden Mk 10C 2:40.347
Lawrence Dodd Zink Z10 2:40.873	**Steve Ice** Lola T340 2:40.464
Robert Stewart Titan Mk 6C 2:41.273	**Dan Johnson** Lola T342 2:41.230
Mike McFarland Calfman Lola T202 2:41.496	**Dale Horn** Crossle 25F 2:41.401
Dominic Rossetto Lola T340 2:41.614	**Noel Bennett** Lola T340 2:41.586
Dan Storhott Lotus 61 2:41.991	**Dick Fyzynski** Royale RP21 2:41.933
John Berget Merlyn 2:42.156	**Steve Friedman** Zink Z10 2:42.072
James Cushing Lola T340 2:42.453	**Mark Dillon** Merlyn Mk 25 2:42.179
Al Zwickey Zink Z10 2:43.009	**Thomas Christ** Lola T342 2:42.608
Edward Trudeau Dulon MP 5B 2:43.242	**Gary Witzenburg** Winkelmann WDF 2 2:43.229

41st through 73rd grid positions:

Gib Gibson, Bill Scott, Alan Lewis, Bill Thomas, Gene Cassella, Jerry Brosilow, Stephen Montgomery, Bob Paladino, John Haight, Jimmy Wickiser, Richard Chvala, Mark Daniels, Glenn Guerra, James Sechser, Mark Harms, Philip Kneifl, W. Richard Pamer, Ed Seitz, Rick Parsons, Bill Braucksick, Gary Glojek, B.J. Swanson, Paul Page, Jerry Ore, John Farmer, Lael Litecky, Jim Bernett, Harold Linville, David Hornocker, William Shaw, Arne Swartz, Larry Logue, Bruce Jacobson.



Results

Road America June Sprints
Elkhart Lake, Wisc, June 21 & 22, 1975

F/FORD

1. Dave Weitzenhof, Zink Z-10
2. Tim Evans, Zink Z-10
3. Gary Hackbarth, H & H Special
4. John Stiles, ADF Mk 2
5. Larry Wood, Van Dieman RF 75
6. Carl Liebich, Lola T 342
7. Steve Lathrop, Zink Z 10
8. Tony Kester, Dulon Mp17
9. Robert Stewart, Titan Mk 6C
10. Zan Smith, Lola T 204

F/VEE

1. John B. Hogdal, Mazuro Lynx
2. Terry Satchell, Mazuro Lynx B
3. Wareen C. Mockler, Mazuro Lynx B
4. Mike Frangkiser, Lynx
5. G.W. Jerry Knapp, Laser Caldwell

1. Jerry Hansen, Lola T-330 F/A
2. Tuck Thomas, Lola T332 F/A
3. Chuck Dietrich, Brabham BT-38 F/B
4. Dan Carmichael, Brabham BT-40 F/B
5. Tom Outcault, March 74B F/B

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June Sprints West '75

by Ed Pitz



Dan Marvin's Titan and Rick Ricketts' Chromodora Dulon dive into turn nine on the first lap of the Formula Ford race.

Crossle driver Marty Loft carried off his third successive victory at the Laguna Seca Sprints on June 27-29. It was hardly a walkaway, however, as Loft had to cope with several problems on the way to the checkered. Dan Marvin and Rick Ricketts provided spirited challenges, while the Crossle was plagued with a high-speed misfire and a heavy oil leak in the closing stages. But at the end, Loft had nursed the car to a two-second victory over Ricketts.

Monterey provided a surprise in terms of the entry. Instead of the 50-odd cars that had competed in previous years, only 35 showed up for practice and 31 made the grid. However, quality was not lacking, and the closeness of the qualifying times looked more like a Grand Prix than an F/F National.

Dan Marvin, who had driven so well at Riverside, put his Titan Mk 6 on pole at 1:11.54 although the driver wasn't too optimistic about his engine. In contrast, Marty Loft reeled off a 1:11.78 in his Crossle and looked very happy with life, proclaiming the car to be "the best handling F/Ford I've ever driven".

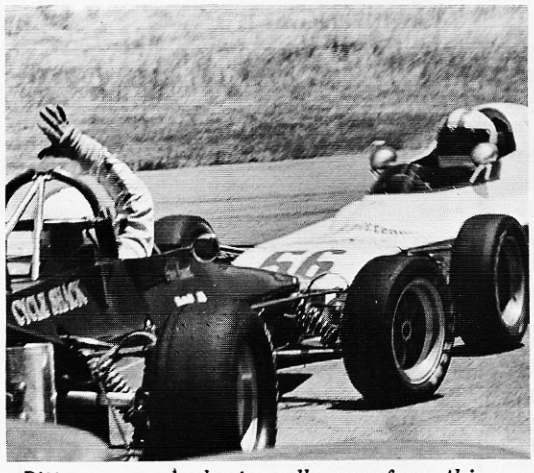
Bob Earl's MRE achieved only third fastest time at 1:11.79, although Earl worked very hard and had the car slithering out of the corners on the absolute limit in the best Jochen Rindt style. The Cromodora Team only finished reassembling their Dulon on Friday night, but Ricketts impressed from the start and knocked his time down to 1:11.97. Close behind was Grove Hoover's Titan at 1:12.08. Hoover, who runs a motorcycle accessory shop and has been racing less than a year, showed great smoothness and obvious talent at the wheel. Glen Biren's Lola T342 was next at 1:12.18 only .4 seconds ahead of Bill Pugh's B. P. Special. Jim Kalie's Lola recorded eighth fastest time, but mechanical problems rendered him a non-starter. John Benton's Lola turned in 1:12.49 but was found to be 40 pounds (4.8%) too light at the Saturday weigh-in. The stewards penalized Benton by adding 4.8% (3.5 seconds) to his qualifying time, which dropped him down to the 12th row of the grid. ADF designer David Bruns was clocked at 1:12.71 while Chuck Pittenger's Valley Racing Services LeGrand was unusually far back in tenth, after suffering brake maladies in practice.

The 31-car field lined up to take the green and Loft immediately vaulted into the lead with Marvin and Ricketts slotting in behind, but when they reappeared at turn seven, the order was Marvin, Ricketts, and Loft. Right behind came the rest of the field, led by Earl, Pugh, Biren, Pittenger, Hoover, Bruns, and Rob McCormack's Titan.

The front three quickly broke away from the rest, with Marvin driving very hard to stay in front. Ricketts led briefly on the second lap but was demoted to third on the fourth lap as Loft began making his bid. As the trio crested the hill at turn five, Loft was edged onto the grass and the Crossle touched the Titan as they braked for the Corkscrew. Both cars spun and stalled, but as Loft was pointing in the right direction and, with Ricketts on his tail dropped down the hill still in the lead! Marvin resumed in ninth place and set about closing the gap.

By now Loft and Ricketts were two seconds clear of Earl, who was having a difficult time because of carburetion problems. "I had full throttle or none at

Antoni Cortes Photos





Pittenger was lucky to walk away from this one.

all," he remarked afterward. In spite of the mishap, he extended his advantage over the others and spent the rest of the race running a lonely third.

His pursuers were having their own problems. Biren was holding off Pittenger for fourth, but the Lola was destined to retire with a flat tire on lap 12. The LeGrand meanwhile was suffering from lack of brakes and was slowly being caught by the cars behind. Bruns led Marvin, Hoover, McCormack, and Billy Scyphers in a great battle for sixth, but on the 11th lap Hoover appeared all by himself.

Marvin, who had been using all of the track and then some in his drive back up the field, was shadowing Bruns closely when the ADF dropped a wheel off the track at turn three. "I was watching my mirrors at the wrong time," Bruns said later. The ADF rotated merrily for 200 feet but came to a stop pointing in the right direction with the engine running and the clutch in. Bruns lost one place! Marvin came to an abrupt halt against the bank, Hoover slipped through, and the others stamped both feet on the stop pedal.

Now Hoover held fifth place from Bruns, who had McCormack tickling his Webster. The Titan began to slow, however, as "my water temp needle was starting its second revolution!" and McCormack fell behind Billy Scyphers' Lola and Rob Kolowich's Surface Explorations Special.

Up front, Loft and Ricketts circulated in close formation until the halfway point, when the Crossle began to pull clear. With a handful of laps remaining and a six-second cushion, the Crossle developed a high speed misfire and an oil leak that bathed the rear brakes and rendered them useless. The gap began to narrow again, but Loft carefully nursed the car home and took the checkered only two seconds ahead of Ricketts' Dulon. Earl collected third place points and moved into fourth place in SoPac standings.

Pittenger had been challenged by Hoover for fourth in the second half, and a real ding-dong took place, the LeGrand's superior horses compensating for its braking problems. On the 19th lap, however, Hoover spun at turn nine, and Pittenger, left with nowhere to go, tried to dive under the Titan. Happily, no one was hurt, and damage was confined to bodywork.

This gave Bruns fourth place ahead of Scyphers and Kolowich, both of whom scored their best National finishes to date. McCormack spent the final laps resisting a challenge from Page Roos' Lola, while Sam Nicolosi battled his way through the midfield to place ninth ahead of Ed Hoffman. John Benton also moved smartly up the lap chart and was taking aim on Nicolosi when his Lola lost all its water. ■

Antoni Cortes Photo



Dr. John Korn leads the Formula SCCA field down through the Corkscrew.

Formula SCCA

Dr. John Korn's Lola T330 scored a record breaking win in the F/SCCA round. Korn set up a new lap record of 1:04.31 after fending off an early challenge from Archie Snider's fuel-injected GRD.

After leading the first five laps, Snider found his second place under strong attack by Don Breidenbach's rapid March 75B. Breidenbach stayed glued to the GRD's gearbox until the closing laps when the backmarker problem — always a factor at Laguna — settled the issue in Snider's favor.

Jon Norman's Lotus 69C finished a lonely fourth ahead of an entertaining duel among Dick Hayes' Chevron B27, Gordon Strom's Brabham BT35, Mike Rocke's Rondel Brabham, and the Marches of Doug Turner and Tom Crowther. Hayes pulled out a two-second cushion at the halfway point and managed to hold it by dint of some very hard driving. Rocke, Strom, and Turner weaved through the backmarkers as one until Turner's March was delayed in the pits with electrical problems. Strom stepped up his attack and overhauled Rocke for sixth on the 19th lap.

But it was Crowther's terrific charge through the field that grabbed all the attention. Forced to start on the back row after arriving late at the pregrid, Crowther's March broke into the top ten after only seven laps. By the 16th lap, he was hounding Strom and Rocke, both of whom quickly succumbed to the March's advances. With four laps remaining, Crowther was drawing a bead on Hayes' fifth-placed Chevron when his oil breather hose broke loose and sprayed lubricant all over the rear of the March. An unjust end to a superb performance.

Steve Jizmagian's March led the lapped runners in seventh, followed at a respectable distance by John David Briggs' Lola T332 and David France's McRae. Steve Saleen's Tui won easily in F/SV, while Ed MacGrotty's Lotus 41 took a surprise F/C win after Mike Gilbert's similar machine retired on the final lap. ■

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Formula Vee

The Vee race gave Brent Milner his fourth win in five starts, but it was probably the hardest 37 minutes 47.52 seconds of his racing life. Milner's Lynx led nearly all the way but was persistently hounded by Stu Fisher's similar machine, which got alongside on several occasions and set the fastest lap of the weekend.

A tire problem cropped up during qualifying as several competitors found their rubber leaking air on the sidewalls. Knitted brows, head scratching, and Stop-Leak became the order of the day, which ended with Milner on the pole with a time of 1:20.83. Close behind were Stu Fisher, Carl Von Doymi's Zink, Mike Billesbach's Caldwell, and Dick Murray's Zink; with less than a half second blanketing the quintet, everybody looked forward to a good race.

The tire situation showed up again at the start. Mike Billesbach's crew discovered a leak on the grid and added some sealer while Tim Kuykendall's Zink and Les Hudelson's RCA were sidelined with flat tires in the opening laps.

Fisher got the jump at the green, but Milner slipped inside at turn three. Von Doymi and Billesbach were in close attendance and completed the front group. The latter driver lost the tow a few laps later when "I lifted my right foot under the yellow like an idiot," and the Caldwell settled into fourth place.

Milner, Fisher, and Von Doymi ran in convoy during the first half, but as the pace increased, the Von Doymi Zink gradually fell away into a solitary third place. At the ten-lap mark, Fisher began a series of attacks that did everything but give him the lead. Fisher led by a few inches past the press box on a few occasions, and the Lynxes ran side by side in the most unlikely places, but Milner always kept the fast line. The last lap drag race failed to materialize but the margin of victory was only .28 second. Fisher's efforts culminated in the fastest lap award at 1:20.77. Von Doymi finished 18 seconds down in third place.

Antoni Cortes Photo



Brent Milner is congratulated by a group of corner workers.

Billesbach held fourth until he was demoted by Mike Cherry's Phenix and Ted Rugala's Caldwell on the 16th tour. Cherry and Rugala had been carrying on in a torrid manner since the start, swapping back and forth consistantly, and they kept it up to the checkered with the Phoenix taking the verdict by .17 sec.

Dick Murray ran fifth initially but lost several places in the early shuffling. "I wasn't coming down the hill as fast as the others," he admitted later. The Zink settled into a dice for seventh with Bob Booth's Cheetah and Pete Harris' Caldwell. Booth got in front of Murray on the 22nd lap and stayed there, while Harris did a nonsense that left him a secure ninth ahead of Stan Townes' Zink. ■

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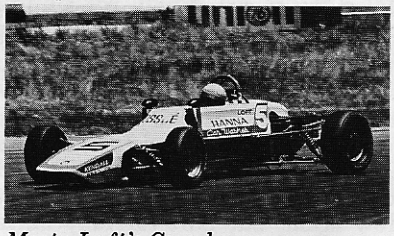
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Formula Ford Grid

Dan Marvin Titan Mk 6 1:11.54	**Marty Loft** Crossle 30F 1:11.78
Bob Earl MRE 1:11.79	**Rick Ricketts** Dulon MP17 1:11.97
Grove Hoover Titan Mk 6C 1:12.08	**Glen Biren** Lola T342 1:12.18
Bill Pugh B.P.Special 1:12.22	**Jim Kalie**** Lola T340 1:12.47
David Bruns ADF Mk II 1:12.71	**Chuck Pittenger** LeGrand Mk 13 1:12.91
Bob McCormack Titan Mk 6C 1:13.09	**Page Roos** Lola T342 1:13.33
Rob Kolowich Surface Explorations Special 1:13.34	**Phil Threshie** Lola T342 1:13.35
Billy Scyphers Lola T340 1:13.47	**Ed Hoffman** Lotus 61 1:13.52
Don Pepperdene LeGrand Mk 10 1:13.59	**Tim Ireland** Merlyn Mk 25 1:13.80
Sam Nicolosi Merlyn Mk 25 1:14.25	**Terry McGrath** Lola T340 1:14.81
Ken Dunn Titan Mk 9 1:15.02	**Phil Caliva** Lola T340 1:15.17
Ken Kaplan Dulon LD4 1:15.19	**John Benton***** Lola T340 1:15.99
Walton Burres Titan Mk 6B 1:16.13	**Milt Seropan**** Merlyn Mk 24 1:16.68
Locke de Bretteville Winkelmann WDF2 1:18.19	**Harry Sorteberg** Lola T340 1:19.01
Bill Mackin Merlyn Mk 11/20 1:19.35	**Jimmy Crawford** Lotus 51 1:20.24
John Hoffman** J2E Elden 1:20.71	**Rob Nuss** Elden Mk 10 1:20.80
Rob Smith Merlyn Mk 17 1:26.05	**Jerry Pacheco** Lotus 61 1:26.23
Dr. Frank Joyce** Hawke DL2B 2:03.32	

** Did not start
*** Qualifying time not allowed by SOM (underweight) SOM's assessed a time penalty of 3.5 seconds

Phillip Salazar Photo



Marty Loft's Crossle.

Results

Laguna Seca June Sprints
Monterey, Ca., June 28 & 29, 1975

F/FORD

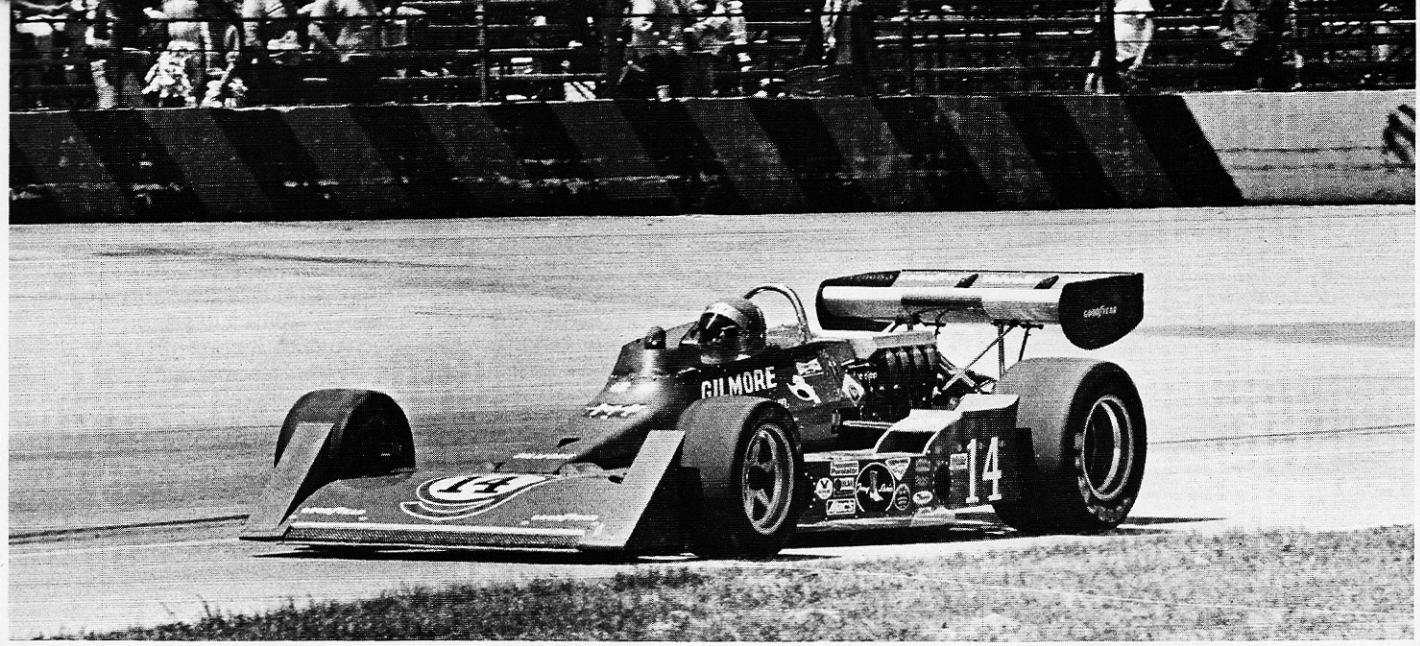
1. Marty Loft, Hanna Car Washes Crossle 30F
2. Rick Ricketts, International Racing Stables Dulon MP17
3. Bob Earl, TP Racing MRE 74F
4. David Bruns, Motor West Magazine ADF Mk II
5. Billy Scyphers, Gloy Racing Lola T340
6. Rob Kolowich, Surface Explorations Special
7. Rob McCormack, Douglas Engines Titan Mk 6C
8. Page Roos, Douglas Engines Lola T342
9. Sam Nicolosi, Nicolosi Restaurants Merlyn Mk 25
10. Ed Hoffman, Hoffman Racing Lotus 61

F/SCCA

1. Dr. John Korn, Korn Racing Lola T330 F/A, 26min 25.77 sec, (103.52 mph)
2. Archie Snider, Richardson Machining GRD F/A
3. Don Breidenbach, Breidenbach March 75B F/B
4. Jon Norman, Bostrom Bergen Metal Lotus 69C F/B
5. Dick Hayes, Valvoline Racing Oil Chevron B27 F/B
6. Gordon Strom, Kay Irene Brabham BT35 F/B
7. Mike Rocke, Swindon Engines Rondel Brabham F/B
8. Steve Jizmagian, Swanson Art Galleries March 722 F/B
9. John David Briggs, Briggs & Lodge Lola T332 F/A
10. David France, Hat Racing McRae GM1 F/A

F/VEE

1. Brent Milner, IAP Volks-Werks Lynx, 32min 47.52 sec, (83.43 mph)
2. Stu Fisher, My Brother's Racing Lynx
3. Carl Von Doymi, Safety Braker Zink
4. Mike Cherry, Phenix Products Phenix
5. Ted Rugala, Larry's Bug Shop Caldwell D-13
6. Mike Billesbach, Billesbach Caldwell D-13
7. Robert Booth, Safety Braker Cheetah
8. Dick Murray, Iserman Engine Zink
9. Peter Harris, ADPAC Corp Caldwell D-13
10. Stan Townes, Anderson/Behel Zink



Bill Jennaro Photos

The Rex Mays 150 Classic

A.J. Nabs His 51st USAC Victory

by Jim Drago

A. J. Foyt notched his 51st USAC win amidst controversy and consternation at the Milwaukee one mile oval. Foyt's driving was so impressive that it lead to disbelief amongst his fellow competitors. But after close scrutiny of the scoring tapes all were in agreement that Foyt had pulled off one of the most exciting wins ever seen in Milwaukee.

The Rex Mays Classic is the first champ car race after Indianapolis and the last event before Pocono and as a result the entry list was somewhat lean. Many of the "regulars" did not want to jeopardize their cars at Milwaukee with Pocono only two weeks away. The Patrick Racing Team brought two of their '74 Eagles, leaving their new Wildcats back at Indy. Bobby Unser's car was a '74 chassis, more suited to the one mile oval than his Indy car. Pancho Carter's Eagle, however, was the car he crashed during carburetion tests at Indy. Steve Krisiloff, still sporting crutches, had new monocoque spun aluminum wheels on his Leader Card Eagle. The cost of magnesium has risen to the point that Cragar has developed this wheel for "big cars".

A. J. Foyt and Johnny Rutherford took up residence in the south end of the pits. Returning to Milwaukee was the "Chevrolet V-8 class", lead by Chuck Gurney in the Crower Eagle, John Hubbard, Rookies Frank Weiss and Bennie Rapp. Two other rookies, Spike Gehlhausen and Mel Cornett also made the show. The Penske Racing Team, Vel's Parnelli Jones Team, and the Dayton-Walther operation were the most noticable "no-shows" of the weekend. The entry list reflected the national economy, a few bright spots at the top, but generally restrained.

Practice and qualifying were held under overcast skies and very chilly temperatures. A. J. Foyt, Bobby Unser, Gordon Johncock and Wally Dallenbach kept busy cutting down the unofficial track record, lapping at around 125 mph.

Qualifications began with little drama with Pancho Carter turning in a lap of 124.309 mph. Then Wally Dallenbach climbed into his Sinmast Eagle and George Bignotti turned up the wick on one of his new SGD engines and Wally rewarded the crowd with a 125.918 mph qualification run. Johnny Rutherford took a swig of Gatorade and countered with a run of 127.298 mph. Bobby Unser, driving chassis number 7405 built in January 1974, calmly rolled off laps of 28.58 and 28.09 seconds for a speed of 128.159 mph, displacing Rutherford. No sooner had the appreciative crowd applauded Unser's efforts than ol' A. J. fired up his Coyote and roared off into the south turn. The tension was electrifying and when Foyt took the green for the first qualifying lap he brought the crowd to its feet. He had "bobbled it" coming out of the south turn, but caught it and kept the car flying. The error was costly as the first lap clicked off in 31.05 seconds. When Foyt passed starter Shim Malone he was really pressing and reeled off an awesome lap of 27.95 seconds. Foyt was on the pole with only Gordon Johncock left to try and catch him.

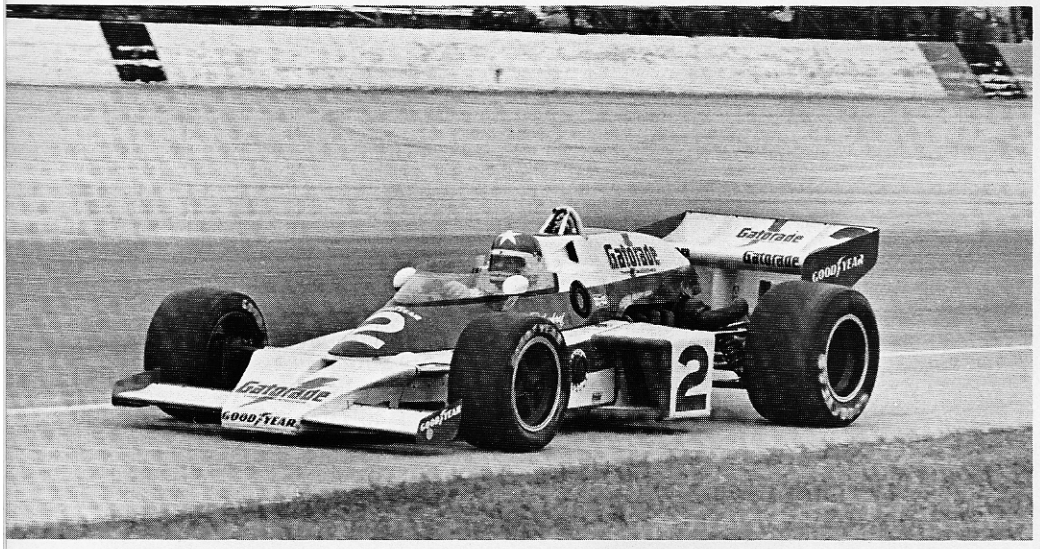
Johncock and Bignotti waited for others to qualify in the cool afternoon, quietly huddled around their Eagle, trying to massage every last ounce of capability into the chassis, engine, and driver. Finally Johncock fired up and wasted little time in serving notice to Foyt that he was after the pole as he reeled off a 27.97 second lap on his first try. The second lap looked like a carbon copy until he came out of the north turn. The front end wobbled for just a moment and the lap came up a little short, putting Johncock on the outside of the front row. With the drama over and the stage set, the damage report started to come in. Wally Dallenbach's SGD engine had burned a piston and Steve Krisiloff's Offy had a cracked block. For the Bignotti team burned pistons were nothing new. It appears that pistons are the Achilles' heel of the SGD engine, having burned them in three previous events.

Race day dawned bright and cool. Krisiloff and Dallenbach had new engines installed and the field looked prepared. At 2:30 the green flag dropped and Foyt immediately jumped into the lead. He was closely followed by Johncock, Unser, Parsons, Dallenbach, Rutherford, and Pancho Carter. Foyt and Johncock pulled away immediately, followed by the twosome of Unser and Dallenbach and the threesome of Parsons, Carter, and Rutherford. On lap 8 Johncock pipped Foyt for the lead, as A. J. was content to settle down behind Gordon at this stage in the race.

Johnny Parsons made his first call to the pits on lap 15 while duelling with Pancho Carter and Johnny Rutherford for fifth place. He was experiencing gearbox trouble, and after one more lap he pulled it in and called it a day. Meanwhile, Krisiloff began to have engine trouble, calling in the pits on lap 23. Shortly thereafter, Chuck Gurney came in with a leaking head gasket on his Chev-

continued next page ➤

Bill Jennaro Photos



Rutherford and the Gatorade McLaren ended up third.

rolet V-8, putting him out on lap 29. Johncock was still holding the lead with Foyt nipping at his heels. Rutherford had moved into fourth behind Unser, while Dallenbach had slipped back to fifth place. Krisiloff finally cashed in his chips on lap 41 with fuel starvation.

On the 43rd lap A. J. Foyt decided he had seen enough of Johncock's turbocharger and retook the lead. He kept the lead until his first pit stop on lap 50, with Dallenbach, Bettenhausen, and Mike Mosley coming in at the same time.

On lap 54 Mel Cornett, a rookie, brought out the only yellow flag of the race when he spun his Mongoose-Foyt in the north curve. John Martin, in his McLaren M16B, obliged the rookie by hitting Mr. Cornett's Mongoose "a healthy ton", putting both machines out of the race. Neither driver was injured. The yellow light brought everyone into the pits for fuel as McCluskey, Johncock, Vukovich, and Unser came thundering in immediately. They were quickly followed by Pancho Carter and Johnny Rutherford. With the succession of pit stops there was a shuffle of leaders; Johncock, Rutherford, and Unser each had it for a lap or two but when the green reappeared Bobby Unser was the leader, followed closely by Foyt, Johncock, Rutherford, and Mosley.

But wait! What's this, a black flag for Foyt? Why, what for? On lap 67 Shim Malone waved the black flag at Foyt and Foyt ignored it. On lap 68 Malone gave Foyt the black flag again. Meanwhile in Foyt's pit they radioed to him that he had passed Roger McCluskey under the yellow flag. Evidently, Foyt observed Unser accelerating away from McCluskey, who was sandwiched between Foyt and Unser. Seeing this, Foyt passed McCluskey to keep up with Unser. The crew radioed the alleged violation to Foyt ahead of time. Foyt then flew into the pits, brought the car to a brief halt, the USAC official gave him the "go" sign and Foyt was gone in a flash. Pit stop time was three seconds!

ENTER CONTROVERSY: should a radio be used to communicate a violation? And when a driver is brought into the pits for "consultation" via a black flag, does a three second "hesitation" constitute a consultation for an "on-track infraction"? Should Foyt have been penalized a lap for passing under the yellow, a punitive measure at the disposal of Dick King, USAC's Chief Steward?

While controversy was brewing in the scoring tower, Gordon Johncock was brewing something of his own. On lap 70 Johncock came storming in to the pits with telltale blue smoke belching from his SGD engine, yup, you guessed it, a burned piston and Gordon was down for the count. Shortly after Johncock's car expired, Dick Simon's Eagle lost an engine bearing and Tom Bigelow's engine dropped a valve.

Bobby Unser had a pretty firm grip on first place with Johnny Rutherford keeping up the pace. At the 100 lap mark it was Unser and Rutherford locked into a tight battle for one and two. Foyt was about seven seconds behind them, followed by Mosley, Dallenbach, McCluskey, Vukovich, and Bettenhausen.

On lap 110 Billy Vukovich provided a little excitement for his pit crew as he came in for his second stop. As he approached his pit his left front tire flew off and popped about 40 feet into the air only to bounce off Wally Dallenbach's rear tire. One of Vuky's crew was last seen chasing after the wildly bounding donut.

Bobby Unser came in for fuel and tires on lap 111, and surrendered the lead to Rutherford for seven laps. Rutherford and Foyt had already taken their last stops so the sprint to the finish was set.

On lap 121 Unser regained the lead from Rutherford and Foyt was really bearing down, gaining ground at a rapid rate. On lap 128 Foyt gobbled up Rutherford with ease and on the following lap he brought the crowd alive by reeling-in Unser and installing himself in the lead for good. Foyt wasted absolutely no time in putting daylight between himself and Unser. At the time it appeared to be an impressive display of power and driving skill; but wait.



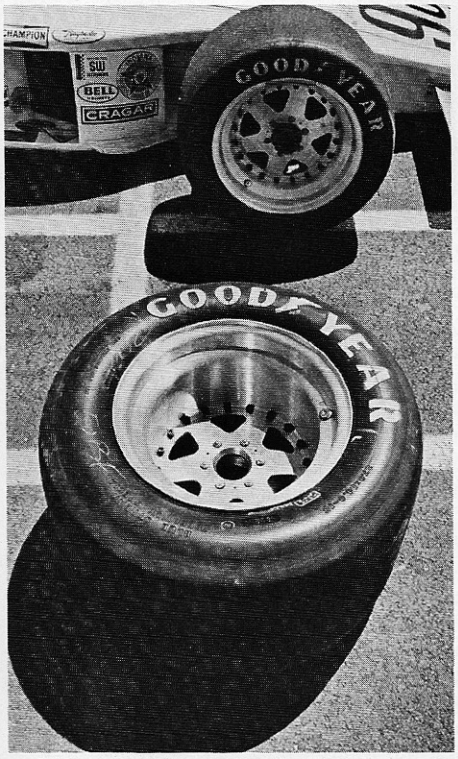
Dallenbach waits for the start.

With all the excitement up front, Wally Dallenbach was making a comeback of his own, passing Mike Mosley into fourth place with just a few laps left in the race. As the checkered flag came out, Foyt had the lead all to himself, Unser and Rutherford had settled back into second and third, with Dallenbach, Mosley, Carter, Vukovich, McCluskey, Bettenhausen, and rookie Spike Gehlhausen still running at the end.

Hold it, don't go away folks, our black flag controversy still hasn't been resolved! A. J. Foyt is busy using unprintable ex-

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pletives in the Winner's Circle about USAC officiating; Dan Gurney thinks Bobby Unser is the winner because Foyt had an extra pit stop. Confusion reigns! Why didn't Dick King penalize Foyt a lap for the black flag violation? Let's try to unravel this bit of history. First: the penalizing of a driver for ignoring a black flag is "discretionary" on the part of the Chief Steward. On lap 67 Foyt claimed he was in traffic and did not see the flag, on lap 68 Foyt saw the black flag (at the same time Dick King made the decision to penalize Foyt the next time he came



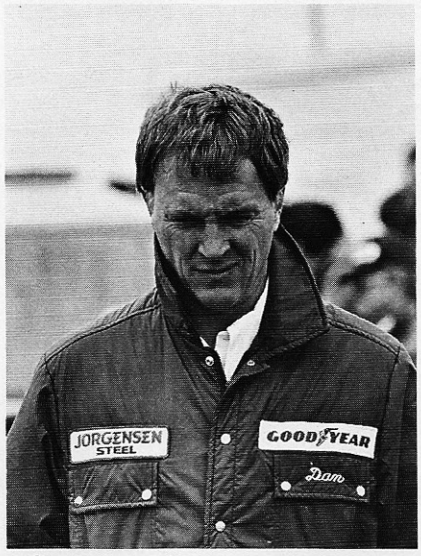
The new monocoque aluminum wheels by Cragar.

around). However, it was on that lap that Foyt came in for the "consultation", therefore King decided not to penalize Foyt for the infraction. Second: Dan Gurney's crew had Foyt in for four pit stops on their chart and they thought they were a full lap ahead. Along with this was the assumption that Foyt was sure to be penalized for the black flag. Hence, when Foyt made his move on the 129th lap Gurney ordered Unser not to challenge Foyt, but to let him pass. Rutherford's crew thought the same thing. Thus the reason for the apparent ease with which Foyt overtook Unser and Rutherford.

To add fuel to the question was a little stunt A. J. pulled on lap 115. Mike Mosley, who was exiting the north turn quite low, preparing to enter the pits, inadvertently cut Foyt off. Foyt, who was using the low groove, swerved out of Mosley's line, passing him as he entered the pits, and flew full-bore down the pit road, passing a number of slower cars that were traveling down the straightaway and reentered the track at the pit exit. This may be Foyt's method of disposing of back markers, but USAC frowns on it. Many of the people who saw Foyt enter the pits assumed he was making a pit stop - one that never occurred. Are you confused? Join the group.

After about an hour of debate, discussion, and deliberation Foyt's victory was official. Dan Gurney left the meeting feeling rather disappointed. He thought Foyt had lost a lap through a combination of pit stops and the black flag incident. Bobby had been getting low on fuel so he had told him to slow down when Foyt challenged him on lap 129. When the race was over Unser's fuel cell was dry; could Unser have raced Foyt to the finish and had enough fuel? We'll never know.

Foyt's victory gave rise to mixed emotions and Unser's defeat was laden with disappointment. There seemed to be a reaffirmation by all that Pocono would be more definitive. ■



Gurney was disappointed.

STARTING GRID

A. J. Foyt Gilmore Racing Coyote-Foyt	Gordon Johncock Sinmast Wildcat-Offy
Bobby Unser Jorgensen Eagle-Offy	Johnny Rutherford Gatorade McLaren-Offy
Wally Dallenbach Sinmast Wildcat-Offy	Pancho Carter Cobre Tire Eagle-Offy
Johnny Parsons Aryway/WNAP Buzzard-Offy	Gary Bettenhausen ThermoKing Eagle-Offy
Mike Mosley Sugaripe Prune Eagle-Offy	John Martin McLaren-Offy
Dick Simon Eagle-Foyt	Steve Krisiloff Leader Card Lodestar Eagle-Offy
Roger McCluskey Silverfloss Riley-Offy	Billy Vukovich Cobre Tire Eagle-Offy
Tom Bigelow Bryant Heating-Cooling Eagle	Chuck Gurney Crower V4 Eagle-Chevy
Frank Weiss Margard Auto Racing Spl.	Spike Gehlhausen Midwest Sunflower Sue Spl
Tom Frantz Spirit of Idaho Eagle-Offy	John Hubbard Precision Engine Spl.
Mel Cornett Minnesota Speedway Spl.	Beeny Rapp Gifford Spl

Results

1. Foyt, 150 laps or 150 miles in 1:18:55.08 for an average speed of 114.042 mph. $17,039; 2. Unser, 150, $11,845; 3. Rutherford, 150, $7035; 4. Dallenbach, 149, $4944; 5. Mosley, 148 $4238; 6. Carter, 148, $3542; 7. Vukovich, 148, $3178; 8. McCluskey, 146, $2825; 9. Bettenhausen, 143, $2472; 10. Gehlhausen, 129, $2119; 11. Frantz, 122, $1943; 12. Bigelow, 96, $1766; 13. Simon, 88, $1589; 14. Johncock, 70, $1413; 15. Martin, 52, $1236; 16. Cornett, 46, $1130; 17. Krisiloff, 41, $1060; 18. Gurney, 29, $989; 19. Rapp, 18, $918; 20. Parsons, 16, $848; 21. Hubbard, 7, $812; 22. Weiss, 5, $777.

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Salzburgring: Jabouille Makes It!

European Formula Two Championship

by Jeff Hutchinson

After setting second fastest practice time, without the aid of an all important 'tow' around Salzburg's slipstreaming circuit, a confident Jean Pierre Jabouille said, "Now I am going to win this race."

And that's just what he did do, his slippery shaped Elf 2 holding off Michel Leclere's works Elf-March and five time winner Jacques Laffite in his Martini Mk16 in a high-speed, three-car-battle for the lead during the opening laps of the 55 lap race. After 17 laps Laffite lost all chance of making it six wins out of seven races this year when he lost several laps after the distributor rotor broke in his Schnitzer engine. Just before half-distance, Leclere was out for good when a fire started in the injection trumpets of his works BMW engine.

With these two main rivals out of the way, Jabouille was left holding a comfortable 23-second lead over the next car, which was the March-BMW 752 of Austrian Hans Binder. He drove a cool race to finish in second place and provide his home crowd with an exciting final ten laps which saw Binder close to within 6 seconds of Jabouille on the last lap. Everybody else may have been excited, but not Jabouille who said after it was all over, "We were going to be very near the limit on fuel, running just one race of 55 laps (233.09 kms), and so for the last ten laps I kept the revs down to 8,5000 rpm to make sure it would be OK."

Jabouille also took fastest lap of the race—a new F2 record of 1:10.97, only just outside the outright record of 1:10.5 held by Peter Gethin's F5000 McLaren. It was the Swiss-Cheese backed team's second victory of the year, but fortunately for Laffite, not by the same driver, so he still holds a huge 25 point lead in the championship; Jabouille moving into second place with a total of 20 points.

entry & practice

Despite two days of practice only two one-hour qualifying sessions were allocated to the Formula Two cars. On a circuit like the Salzburgring, however, this is usually more than enough, for it has only three major bends; the rest of the 4.238 km track being a boring (for the spectators) and dangerous (for the drivers) high speed straight which proves little else other than who has the best engine or best shaped car.

Multi-car crashes are a feature of this circuit, but fortunately there were no serious incidents this weekend. In fact the only incident took place in the opening minutes of practice when the talented young Italian Duilio Truffo slid along the barriers lining the edge of the circuit after Gerard Larrousse's Alpine had blown its engine and dumped all its oil.

Truffo was lucky to get away with only bent suspension on his Osella, although the whole incident, which very nearly claimed Vittorio Brambilla's March 752 as well, could have been avoided if the marshalling had not been so bad at this circuit and the oil flag had been shown as soon as Larrousse blew up.

Larrousse finally got his replacement race engine by Saturday (the one he had intended to use on Friday had it arrived from Schnitzer in time) and was back on the track the next day as was Truffo, but neither driver's luck had improved.

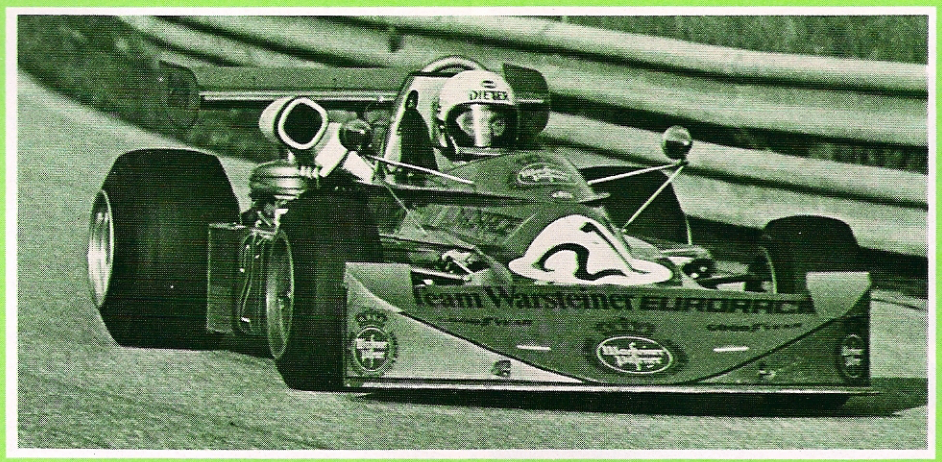
Truffo had both a driveshaft and then an engine break the next day, and then in the race another engine blew up after just three laps! Larrousse didn't even get that far, for after the pace lap he was the first caller into the pits with a sick engine which put him out of the race after just one more slow lap.

Fortunately, the story for most of the other 25 arrivals was not as bad, 23 of them making it to the start-line.

A non-runner was Swiss-hope Loris Kessel, who after finishing fourth at Hockenheim the week before, failed to qualify for this race when his gearbox seized solid after just one and a half laps of practice. His truck had arrived late after breaking down enroute and with only one hour in which to qualify, that was that.

A similar drama produced a wasted journey for a Yugoslavian-based Surtees TS15A-Hart making its first appearance in the hands of Franc Jerancic, who only managed a few slow laps with his car stuck in fourth gear.

For the rest it was just a case of sorting out gear ratios and wing angles,



World motorcycle champ Dieter Braun.

although two days of boiling hot sunshine had most of the teams busy making extra cooling arrangements. Most needed it.

Berhard de Dryver added a third engine to the list of practice blow-ups, otherwise practice was fairly uneventful—on the track, that is. Off the track, Laffite started what was to be the first of several arguments with the organizers because of the way Kessel's stranded March had been left on the fast line through a corner for most of practice and spoiled his chances of a quick lap. The only English driver, the talented Brian Henton, spent all the first day trying to persuade the uncooperative organizers to let him race after they claimed his entry had arrived too late. Eventually, when with the help of Dieter Quester the organizers were persuaded that he was worth having in the race, the relieved Henton was able to practice the second day and set ninth quickest time. Henton's troubles with the men of the OASC were not over yet, however.

Quickest in practice was Leclere, who during the final lap of the second session used Laffite's Martini to suck himself along down the straight and claimed fastest time of 1:10.54, bettering his own fastest time of the first day which he had set in exactly the same way.

Jabouille once again showed the superiority of his Elf 2's body shape on a fast circuit by sitting on the front row for the second week running, less than one-tenth of a second slower, but with no tow to help him along. Laffite was third quickest, almost a half second slower than the leading two cars, "Because the broken March spoiled my times when I was trying the hardest," explained Jacques later.

Sharing the second row with Laffite was the old March 742 of Italian Maurizio Flammini, showing everybody that a good engine was more important that the very latest chassis at a circuit like this. His BMW motor was obviously a good one.

Vittorio Brambilla was only fifth fastest in the Project 3 Racing March-BMW 752. His car, like several of the others, did not get an engine until the second day of practice and he had to share the team's second car being driven by Sandro Cinotti for the first day's practice.

race

Race day dawned even hotter than the previous two days, most of the drivers making a double check on temperature readings during a short 20 minute warm-up session early Sunday morning. The sun brought some 22,000 spectators out to the flower strewn grassy hills that surround the circuit, the snow-capped mountains in the background providing a most attractive setting. It was one of those lazy summer days that would be memorable even without a motor race; unfortunately it did not last. By the time the F2 cars started to get ready for the scheduled 3:00 p.m. start a dark bank of cloud came sweeping down the valley preceded by violent wind and lightning, the claps of thunder almost drowned out by the noise of the wind. The rain followed like a brick wall, one minute it was dry and the next soaking wet. The crowd rushed for the shelter of trees, cars, tents or whatever they could find, while others just took off as much clothing as was legal and took a free shower.

The rain lasted for about half an hour, then as quickly as it had come was gone again and left the warm sun shining down from a blue sky.

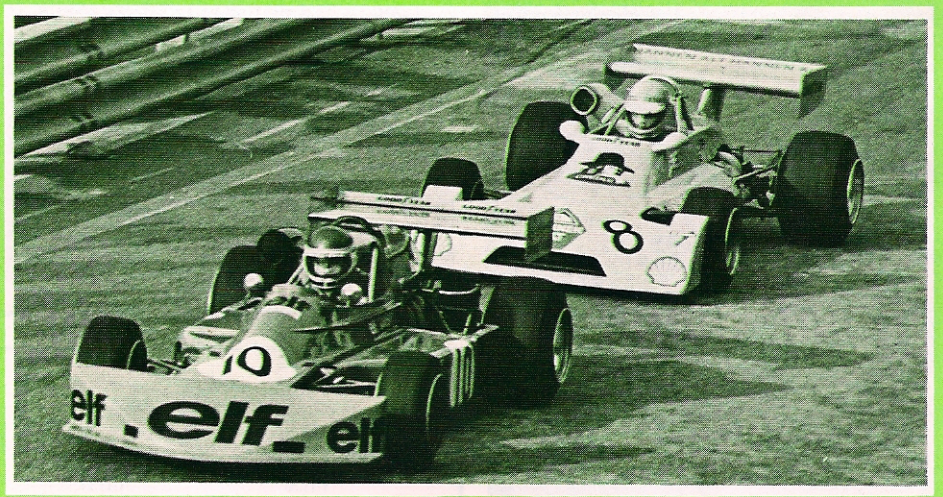
The organizers wanted to get the race started, but the drivers, headed by Laffite, refused until the track was dry. "It will be crazy and dangerous to start the race now," said Laffite. "After a few laps we will all have to stop to change to dry tyres, while racing here in the wet would be silly anyway."

Despite appeals by the organizers, the drivers stood firm until the track was just about dry, everybody taking to their road cars to try and help things along a bit. It was almost six o'clock before the drivers donned their helmets, by which time many of the crowd had tired of waiting and left.

After a slow pace lap the field was finally let loose with an Indy type start, and by the time the leading two cars had crossed the line they had almost half the field bunched up in a group across the track behind.

It was Jabouille who made it to the first corner in the lead, the rest of the field filing behind: Lecelere, Laffite, Binder, Brambilla, Serblin, Flammini, Tambay, Ertl, and Henton forming the leading bunch.

As the field settled down it was Jabouille, Leclere and Laffite setting the pace and opening out a small gap to Binder and Brambilla who were battleing for fourth place. Ertl's Chevron moved up to head the next group but could not pull clear of Serblin, Tambay and Henton who were all nose to tail. A couple of times Henton tried to gain an extra place but "Every time I pulled out of the slipstream I dropped back, my Hart BDA just not having the power of the BMW's." Flammini had already dropped back, his engine losing its edge over the rest, and for a time he ran a lonely eighth ahead of the next group: Francia (Osella), Martini (March), Colombo (March), Braun (March), and Bourgoignie (March).



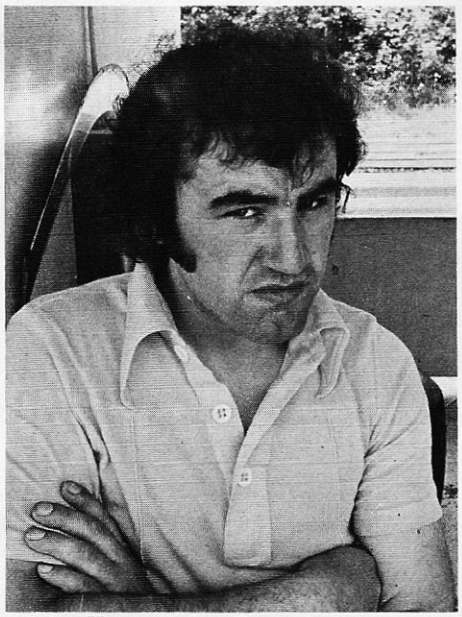
Ertl closes on Tambay.

continued next page ➤



Laffite pushes his car back to the pits.

How long would it be before the fast pace took its toll on the machinery was the question in everyone's mind. The answer came on lap 17, when race favourite Laffite went missing, his engine having cut dead after the ignition rotor broke. Perhaps rather foolishly he pushed his car around to the pits past the clipping point



Brian Henton's last Formula 2 race?

where the cars almost brushed the barrier, the presence of a couple of limply held yellow flags not much protection should one of the drivers not realize what was happening. Fortunately, he got back to the pit lane without incident and was back in the race again, but with no chance of finishing in the points. "I wanted to complete 50% of the distance for the money," explained Laffite.

A few laps later Ertl was the next to have trouble, the unlucky Austrian forced to make a quick pit stop for a left rear tyre which was slowly going flat. He lost over a lap by the time he got going again—a gap that would be impossible to make up in the 33 laps remaining.

Leclere had managed to move ahead of Jabouille for half a dozen laps in the opening stages of the race, but now he was struggling to keep up; his engine sounding off song. On lap 25 Leclere was also out of the race, this time for good when he pulled off the track with a fire raging from the back two injection trumpets. Fire marshals put out the blaze, but the car was too badly burned to get back to the pits under its own power.

From then on it was Jabouille's race. He held a 23 second lead over Binder who was unable to close the gap until the final ten laps when Jabouille eased off to make sure that his fuel lasted to the finish.

Binder came in second, all alone, for after a furious dice with Brambilla at the beginning of the race, the Italian had slipped further and further down the field before finally spinning and losing over a lap.

"The handling of my car was terible—I thought there was something wrong with the tyres," said Brambilla, but when he finished the race the answer to his problem was soon obvious when the mechanics found the anti-roll bar had broken.

Serblin came home a distant third place, most of his race spent holding off Tambay and Henton; but first Henton—and then just a few laps before the finish—Tambay was out of the running leaving Serblin an easy finish. Henton dropped back soon after half distance when he was forced to the pits to repair a loose nose section on his March, but after quick repairs he was back in the race still in a mid-field position. The disorganized officials, who had not noticed his stop, then held out a black flag for Henton to come into the pits. When he did come in they discovered their mistake and said he could carry on again, but by this time he was another lap behind!!

Tambay's retirement was even more permanent. He was forced into the pits with a smoking engine, the oil pressure having dropped shortly before the finish.

Bourgoignie's steady drive got his March to the finish in fourth place, well ahead of Francia in fifth position; the Italian finishing just inches ahead of Flammini, who was the last to complete the full 55 laps.

It was under a setting sun that Jabouille finally collected his winner's garland, both the crowd and the teams more than glad that it was finally all over.

STARTING GRID

LECLERE March-BMW 752 1:10.54		JABOUILLE Elf-BMW 2J 1:10.61	
	LAFFITE Martini-BMW Mk 16 1:11.00		FLAMMINI March-BMW 742 1:11.24
BRAMBILLA March-BMW 752 1:11.39		MARTINI March-BMW 752 1:11.44	
	SERBLIN March-BMW 752 1:11.51		H. BINDER March-BMW 752 1:11.53
HENTON March-Hart BDA 752 1:11.61		ERTL Chevron-BMW B29 1:11.64	
	TAMBAY March-BMW 752 1:11.72		LARROUSSE Alpine-BMW A367 1:11.95
BOUROIGNIE March-BMW 752 1:12.28		COLOMBO March BMW 752 1:12.36	
	BRAUN March-BMW 752 1:12.73		FRANCIA Osella-BMW FA2 1:12.75
VONLANTHEN March BMW 752 1:12.83		de DRYVER March BMW 752 1:13.40	
	R. BINDER March-BMW 732 1:13.53		TRUFFO Osella-BMW FA2 1:13.98
BONIN March-Hart BDA 732 1:13.99		CINOTTI March-BMW 752 1:14.7	
	BIECHTELER Surtees-BMW TS15A 1:16.32		



Preis von Salzburg
European F2 Championship - Round 7
Salzburg 15 June 1975
55 laps

1. Jabouille, Elf-BMW 2J, 1 hr 6 min 23.48 secs (average 210.67 kph)
2. H. Binder, March-BMW 752, 1 hr 6 min 28.24 secs
3. Serblin, March-BMW 752, 1 hr 6 min 45.93 secs
4. Bourgoignie, March-BMW, 1 hr 7 min 1.46 secs
5. Francia, Osella-BMW FA2, 1 hr 7 min 29.87 secs
6. Flammini, March-BMW 742, 1 hr 7 min 29.87 secs
7. Colombo, March BMW 752, 54 laps
8. Cinotti, March-BMW 752, 54 laps
9. Vonlanthen, March BMW 752, 54 laps
10. R. Binder, March-BMW 732, 54 laps

Fastest lap: Jabouille, 1 min 10.97 secs (214.9 kph)

POINT STANDINGS

Lafitte, 45 pts: Jabouille, 20 pts; Larrousse, 13 pts: Tambay, 12 pts; Bourgoignie, 12 pts; Francia, 11 pts; Kessel, 7 pts; Henton, 6 pts; Vonlanthen, 6 pts; Truffo, 6 pts: Binder, H., 6 pts; Martini, 5 pts; Flammini, 5 pts; Serblin, 4 pts; Leoni, 4 pts; Ertl, 4 pts; Leclere, 3 pts; Rabaque, 3 pts: Cinotti, 2 pts: Pesenti-Rossi, 1 pt.

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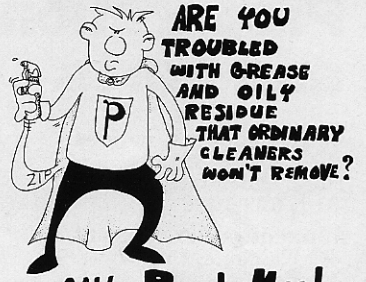
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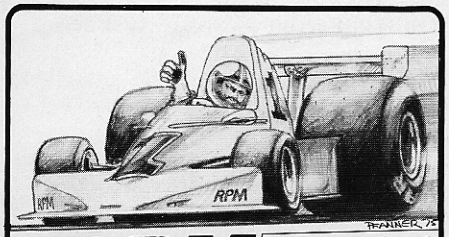
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