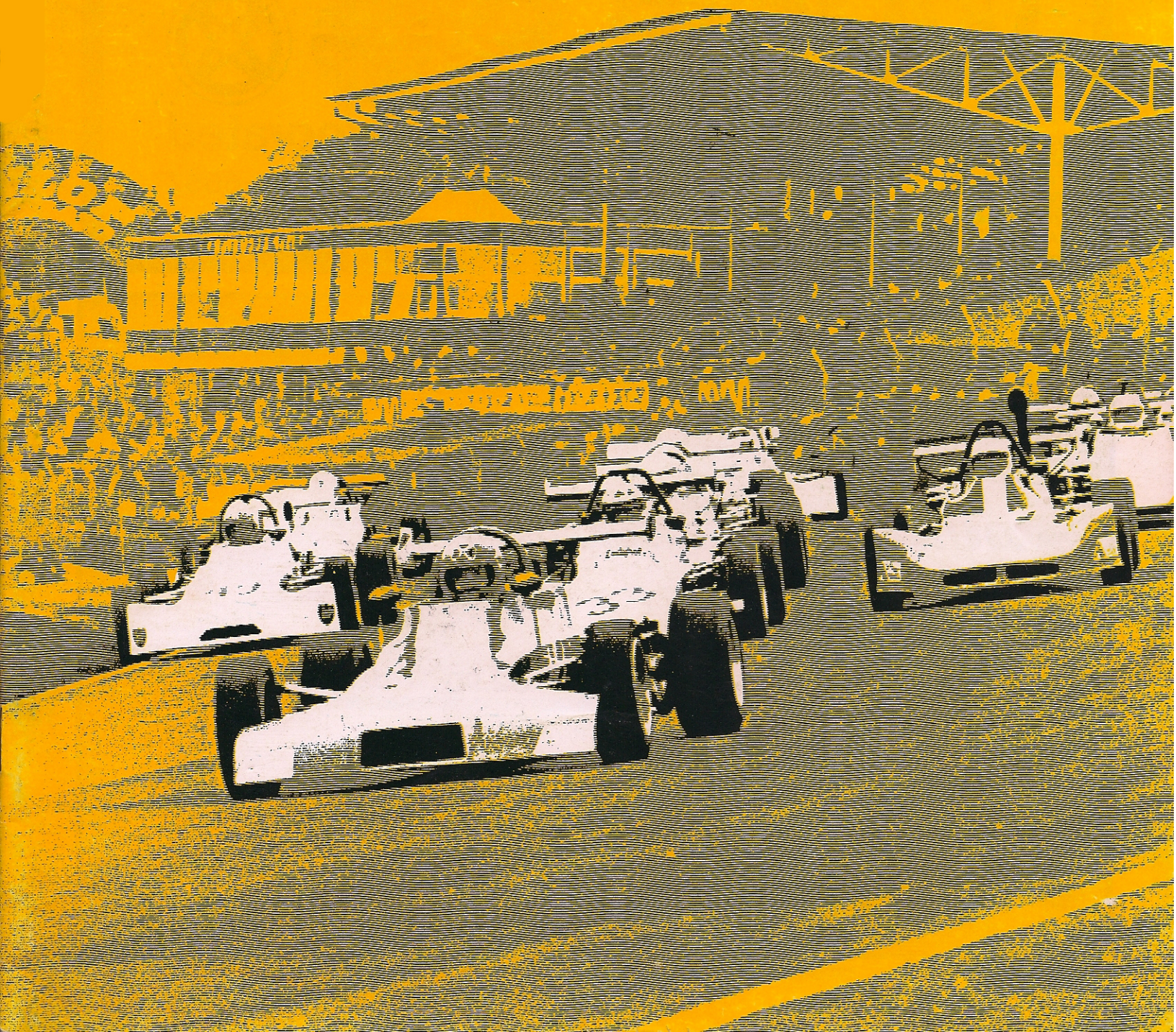
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Vol. 2 No. 4 **May 1975**

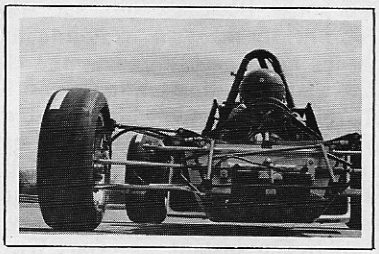
10 An indepth look at Warwick Brown, the 25-year-old Tasman Champion. Ed Pitz tells you where he came from, how he got where he is and how he hopes to compete in Formula One.



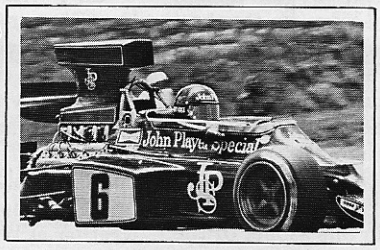
12 J. Peter Halsmer looks into what may be one of the best ideas to come along in a long time; the Cal Prix Grand Prix Driving Course in Pomona, California.

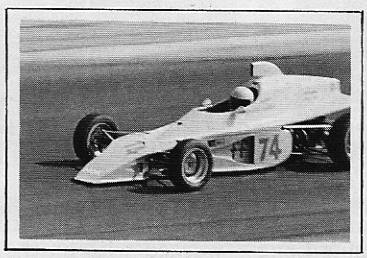


13 The Van Diemen RF 75 Formula Ford is the subject of this months new car profile by Gary Witzenburg.

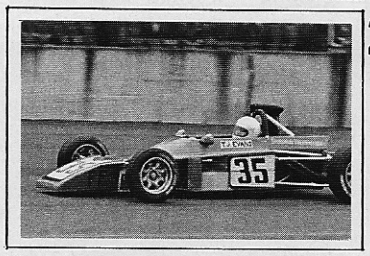


16 The city of Long Beach is going to hold a full fledged Grand Prix through its streets in the spring of 1976 and FORMULA'S Steven Mayer has all the details.

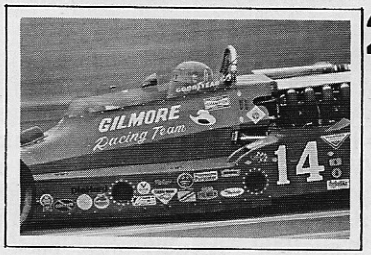




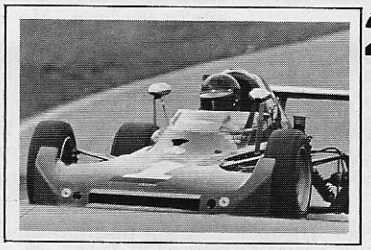
19 Nationals: Ed Pitz is on hand to cover the hard fought National Races held at Sears Point and Willow Springs, California.



23 Pro Ford Races: Both the Western & Eastern Formula Ford Racing Associations got their acts together and staged money races in Las Vegas and Trenton. Ron Williams and Ed Pitz were there covering them.



25 Johnny Rutherford scored his first win of the 1975 season at the Bricklin 150 in Phoenix and A.J. Foyt netted his 50th USAC victory at the Trenton 200. Ronnie Allyn and Ron Williams cover the first two short track events on the USAC schedule.



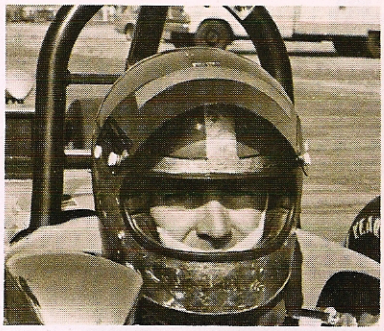
29 Two time Formula Ford National Champ Eddie Miller shows how he earned the nickname "Fast-Eddie" as he wins the Atlanta Robert Bosch VW Gold Cup.

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THIS MONTH'S COVER

The latest addition to the English racing scene is FF-2000/ Super Ford. The new series is sponsored by Allied Polymer Group and attracts such top ranked English drivers as Syd Fox, Daimen Magee, and Ian Taylor. The cars are similar to American Formula Fords but utilize a 2000 cc power plant and are allowed 6" & 8" rims along with the use of wings. The photo is by David Winter and the special effects by Ken Hortness. The related item is on page seven.



FROM THE DRIVER'S SEAT

by Hugh Mooney

It looks as though we can start getting really excited about the upcoming Long Beach Formula 5000 event to be run through the streets this September 28th. From all appearances it looks as though it is going to be a reality. This one event is apt to do more for North American road racing than any other event that has been held since who knows when.

Steve Mayer has just completed his interview with Dan Gurney and Chris Pook on the Long Beach race. It appears in this issue and I'm sure you'll enjoy it.

I would like to say thanks to Hoby Landrith and Volkswagen of America West who furnished us a new VW Rabbit to do the interview. I picked up the Rabbit in Culver City from VW of AW and drove out to Palos Verdes to pick up Steve. From there we drove to Santa Ana to pick up Dan Gurney at All American Racers.

After a short wait in the front office, Dan was ready to go and I handed him the keys. He got his grin on and was ready to fly, and fly we did. The Rabbit is a peppy little car and Dan had a ball driving it, and Steve and I enjoyed it immensely.

After a quick trip up the San Diego Freeway to Long Beach, we arrived in the downtown area. We were sitting at a traffic light when a motorcycle officer pulled up along side, recognizing Dan the officer said, "Don't let that thing get away from you, sonny". It tore me up, and Dan, recognizing the officer as one he had worked with on the Long Beach project, responded with a mild exhibition of speed when the light turned green.

We made a couple of quick laps around the course to familiarize us with the layout and then met Chris Pook in a little French restaurant and had a great lunch.

Time had been getting away, as it always does, so it was back on the Freeway for an even quicker ride home. Blasting along in the fast lane, Dan nearly missed our interchange,but a quick move across all lanes put us in great shape. We had shut the door rather sharply on one guy popping along in his VW Bug and he responded with the normal hand signal, that is until he realized who had just zapped him. The hand gesture changed to a friendly wave backed up by an instant ear-to-ear grin. He did one of the best double takes I've seen in a long time!

We arrived back at AAR safe and sound, thanked Mr. Gurney for taking the time with us and headed back to Long Beach to try the course out for ourselves. It's great! no question that it's the neatest thing happening.

I am disappointed in one aspect of the event and that is the decision by the LBGPA not to have any supporting events with the F-5000 race. This is a real blow to the aspiring driver looking for the chance to be noticed by the top teams. There are so few occasions for team managers to view the new talent coming up it just seems a shame to let an opportunity like this go by. The LBGPA have their reasons, and many are noteworthy, but some are not.

Another great interview we put together for this issue is Ed Pitz's Warwick Brown article. The Tasman Champion gives Ed the full scoop while downing his latest craze - American pancakes! Warwick just happens to be Ed's racing idol and when the opportunity came up to do the interview, over dinner, he jumped at the chance. All set for a big steak dinner and all that routine, Ed was really blown out when Warwick said he wanted American pancakes for dinner. So instead of dinner at the Chart House it was Tiny Naylor's and breakfast. It was great, we came in way under budget.

Gary Witzenburg did a great job on the Van Diemen FR 75 Formula Ford test report. This was Gary's first attempt at an article like this and he responded to the challenge with an ardent desire, as with everything he tackles. Reading Gary's description of the Eastern weather makes me appreciate our position here in California. I'll never complain about the cold weather at Willow Springs again.

If you happen to be in the pits at any of the F-5000 races stop by the *Formula Magazine* Lola and say hello. You can also pick up one of our latest issues while you're there. ■

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matters of the moment...



● **Jackie Oliver** (right) looks over charts of the circuit for the U. S. Grand Prix West and the F-5000 race scheduled for the streets of Long Beach, with city engineering assistant Lloyd Jenkins.

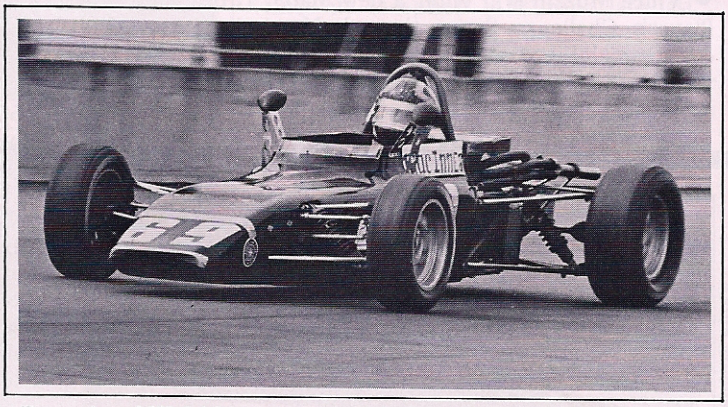
● **Howdy Holmes** has a F-5000 ride for this season. The arrangement is through a private backer.

● **Freddy Phillips** will definitely be in a Tui Formula Atlantic car for the Canadian Player's Series.

● **Three Formula car drivers** were among 16 new members recently elected to the exclusive Road Racing Drivers Club. Brian Redman, Elliott Forbes-Robinson, and Mike Hiss were chosen on the basis of their excellent driving performances, attitudes, and competitive spirit by present members of the 23-year-old organization.

● **Pierre Phillips** will be handling the team management for Tom Wiechmann's and Tom Gloy's Formula Atlantic efforts. Both drivers will be entering a Lola T-360 for the first three events.

John De Garmo Photo



Bruce in a MK 24 Merlyn at the recent Trenton Pro Race.

● **Bruce MacInnes** has purchased a new Zink Z-10 Formula Ford and will campaign for the National Championship invitation to Road Atlanta. Stimola Race Prep of Long Island will maintain the car.

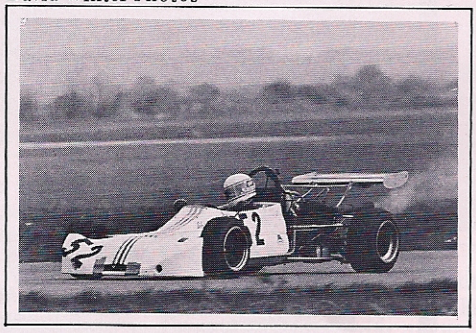
● **Armstrong Race Engineering,** Sacramento, California, is now offering a dry sump oil pump engineered specifically for Formula Ford or Formula B engines. The unit is constructed of aluminum, utilizes aeroquip fittings and oil pressure is fully adjustable. The pump produces approximately 84% more volume than Cosworth or comparable pumps in a static volume comparison test. The pump sells for $140.

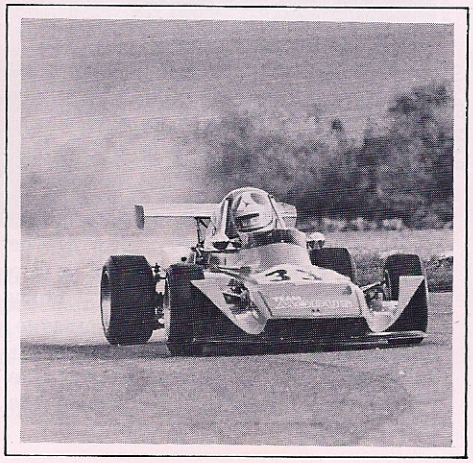
● **Bill Brack,** defending Player's Challenge Series champion, has taken delivery of his new Chevron B29 in England. Bill entered the car in a meeting at Silverstone and placed fourth, first time out.

● **The Philadelphia region,** SCCA, has been chosen to host both the NEDIV Convention to be held Nov. 7, 8, & 9, and the National SCCA Convention to be held January 28th through February 1st, 1976.

● **Steak & Brew Restaurants** has announced its full sponsorship of the Titan Mk6 of Dick Cook in the Northeastern National Championship Series. Steak & Brew is a chain of 65 restaurants throughout the Eastern Seaboard and conducted a four month pilot program of promotion with Mr. Cook before making its full commitment. Dick will provide Steak & Brew with a full range of services including free dinner drawings at each event.

David Winter Photos





● **Two Americans** campaigning the European Formula 3 Championship this year are Danny Sullivan in the new Modus and Tony Rouff in the works Erlich.



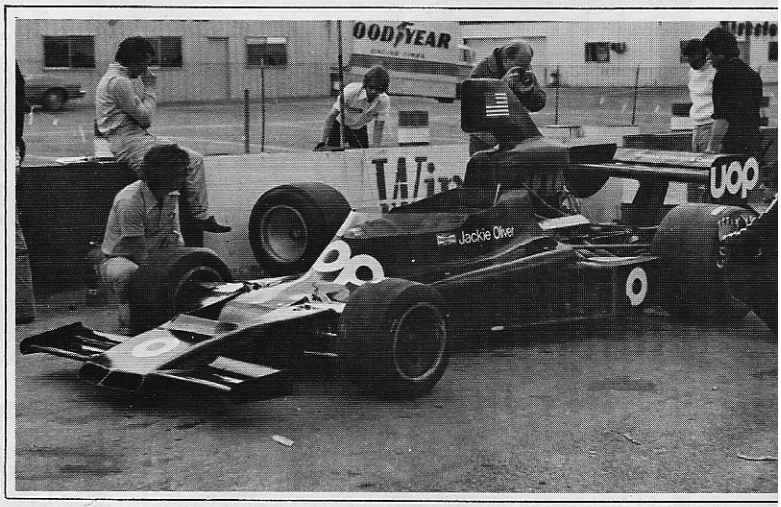
Bernard DeVito Photo

● **Vince Muzzin** will enter a new March 75B in the Player's Challenge Series through March importers Joe Grimaldi and Doug Shierson. George Mazzuro, well known Formula Vee engine builder, will be doing the motor preparation.



Gary Witzenburg Photo

● **The Canadian Player's Challenge Series** will receive extensive television coverage on CTV's Wide World of Sports, beginning with a pre-season show May 17. Each event will also be covered with a half-hour show to be aired one to two weeks after each event.



RPM Photos

● **The latest Shadow from UOP,** the DN-6 F-5000 car tested recently at Riverside, California and *Formula* was fortunate enough to be invited.

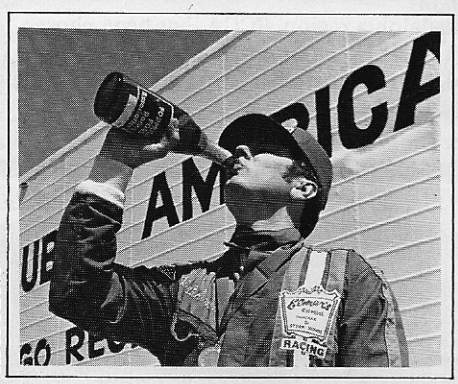
Visually the DN-6 is nearly identical to the DN-5 F1 car. Major differences are larger capacity fuel tanks and a slightly modified monocoque and rear suspension made to accept the brutish Chevy power plant. There have been no changes made to the front suspension, in fact, all components are interchangeable.

Although their times were slightly slower than Andretti had been turning here two weeks previous, Mike Hillman , UOP Team Manager, was quite pleased with the results obtained. The slower times were mainly due to weather and track conditions, which were far from ideal.

(TOP) Shadow DN-6 (MIDDLE) Jackie Oliver (BOTTOM) Team Manager Mike Hillman.







RPM Photo

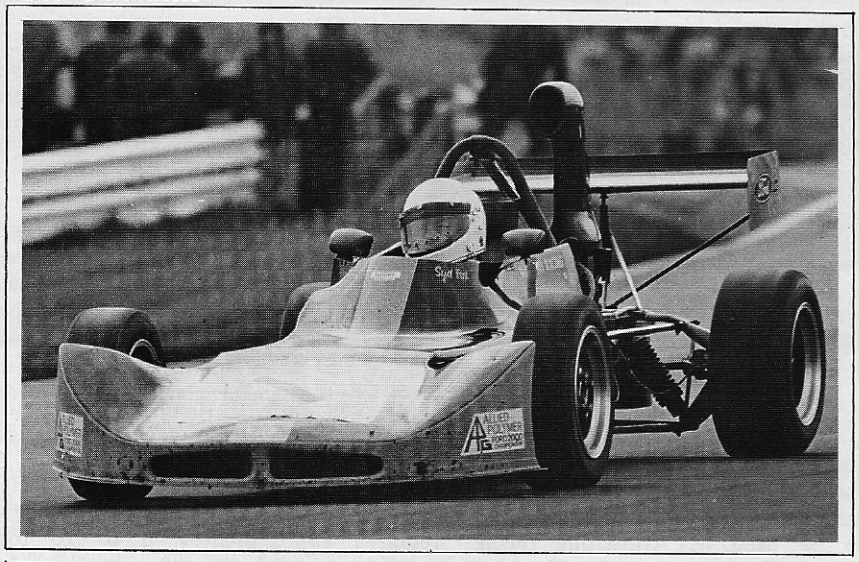
● **Special thanks** should go to the San Diego Region SCCA for allowing the Formula Ford Racing Association to hold a special "first time ever" victory celebration, complete with champagne, immediately after the FF race at their Holtville Nationals. Shown here is race winner Tom Wiechmann chugging the FFRA spirits.

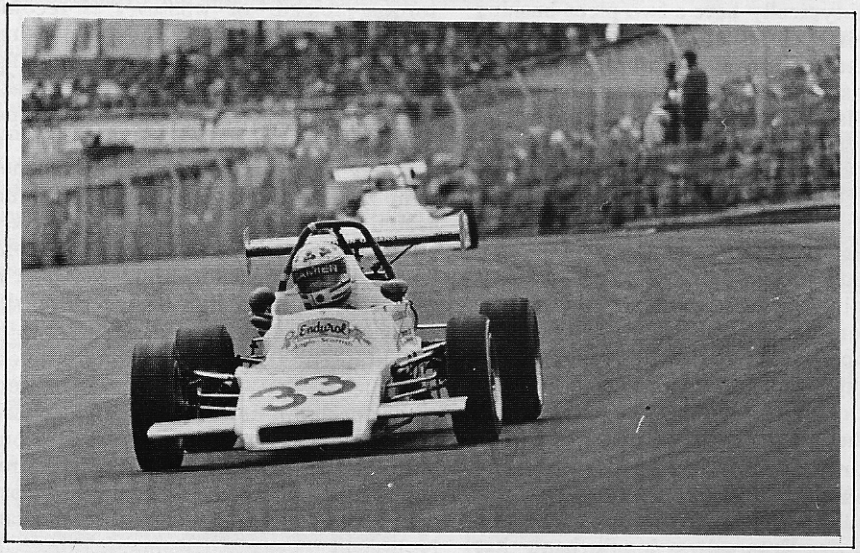


David Winter Photo

● **Sweden's Gunner Nilsson** drove the works March 753 Toyota to a convincing victory in the first Formula 3 race of the year at Thruxton.

David Winter Photos



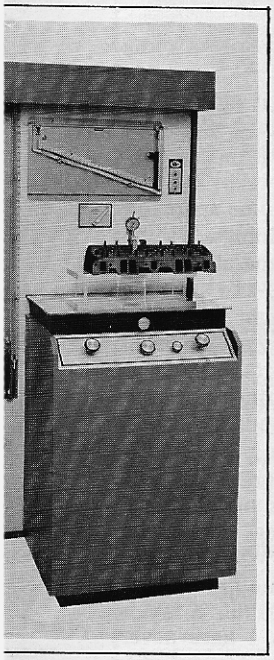


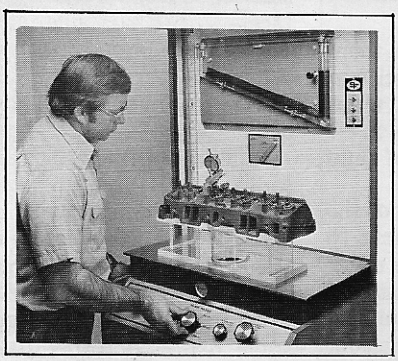
Formula Super Ford?

● **Formula Super Ford.** The next addition to the American racing scene? Talk of this new class has been swarming around the "bench" racing circuits here since its inception in Europe late last year. Whether or not we will see Super Ford is an impossible question to answer at this stage. A few importers are supposedly receiving cars to "try" out, and they could be entered as a Formula A in SCCA Regional and National races. Formula Ford started about the same way, the first Fords were entered as Formula B cars.

In Europe the class is just getting its footing, most of the manufacturers have entered cars and the top Formula Ford drivers are competing in the series. All cars run on special Dunlop racing tires and use 6" front and 8" rear racing wheels. Every manufacturer represented has chosen to use Revolution Racing Wheels for their cars.

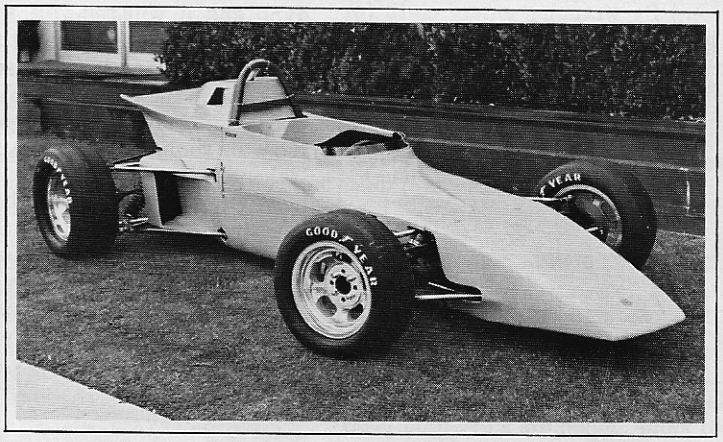
(TOP) Sid Fox in the Hawke works entry. (BOTTOM) Damien Magee of Ireland in his race winning Palliser.



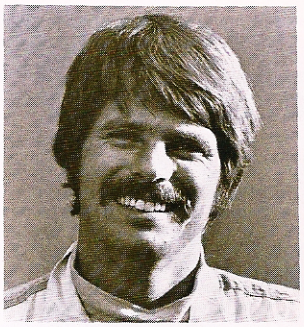


● **A new high-capacity flow bench** is being offered by Superflow. The Superflow 300 is a self-contained flow bench for the professional engine builder. Quick, accurate flow tests can be made on any engine cylinder head or intake system up to 450 cfm at 36 inches of water pressure. Contact: Superflow, Box 3033, Tulsa, Ok. 74101, (918) 543-2630.

RPM Photo



● **The Merlyn Mk29** features only minor changes for 1975. Going the way of Lola and Titan, the radiators have been moved to the rear just in front of the shocks in hopes of obtaining better cooling and cleaning up the frontal area of the bodywork. All chassis components and Merlyn's excellent craftsmanship have remained the same. For further information refer to the Merlyn ad for your nearest dealer.



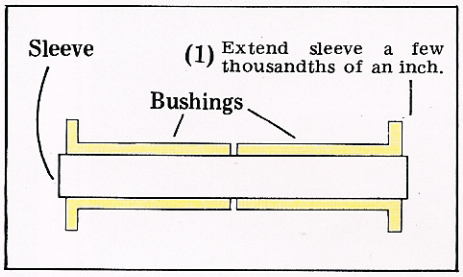
TECHNICALLY SPEAKING

with J. Peter Halsmer

Part Two of Chassis Care & Maintenance

Before continuing on in our chassis and body section, I would like to point something out. Many times it is very helpful to inspect and note the condition of parts that are not defective; particularly if you are not familiar with what it should look like in either good or bad condition, ie. wheel bearing races, engine bearing, etc. Check them when new or in known good condition; then you will know what they should look like.

After talking of rod ends last month I remembered there are also a few cars that utilize the nylon bushing with steel insert sleeve to attach suspension members. The bushings I encountered were on Lotus and Merlyn FFs and were available from the local Triumph dealer. (Often times, when installing new ones, the sleeve wouldn't fit correctly without binding in the nylon.) By wrapping emery cloth (or about No. 200 grit sand paper) around a proper size bolt and carefully honing the nylon, the sleeve could easily be fitted.



The sleeve should fit snugly, and rotate by hand alone. Again,use a dry lube. Also be sure the steel sleeve extends just a few thousandths of an inch out each side of the nylon when installed (1). Be careful not to over tighten these types of joints also. One of the first problems that occurs is flaring of the end of the sleeve, causing binding in the nylon. (Check from time to time primarily for corrosion prevention as there is very slow wear on these types of joints.)

Shock absorbers are another area where a few tips might help. For installation, be sure the connecting eyelet bolt holes are the proper size, or have the proper bushings for the connecting bolts that are to be used, ie., Armstrong racing shocks typically have a two piece bushing in each eyelet that is removable. When installed, and at all points of travel, the shock should be free to move on the eyelet balls (in a rotational direction about a line through a shaft. Also when installing turn the adjusting slot or knobs to the rear of the car, it saves on rock damage. Tape and/or paint also helps protect the threads on the body of the shock. When checking shocks for wear, hold the unit vertical. All shocks, except Bilsteins, have to operate with the body down in order to properly pick up the fluids they use. In checking, look for freedom of movement (no sticking or binding) under full travel, and check equality of settings (do all No. 4 settings on all the shocks feel roughly the same, etc.) If you're really interested shock absorber dynos exist! MacAfee - McKenzie Enterprises in Burbank has one. If you really aren't sure what you have, compare it to a new one on the dyno and it will tell you. C
on shocks: the best way to make them last while towing is to set to full stiff so the components get minimal wear. (Check time for shocks should be 2 - 4 races or sooner if there are signs of fluid leakage.)

Wheel bearings are another area of the car that needs attention from time to time. Front bearings are usually the roller style. Maintenance usually consists of checking the roller and races for pitting and galling, or inadequate lubrication. If the condition of the roller and races looks good either re-install as is, being extremely careful not to contaminate with dirt, or clean and repack. Any standard heavy duty automotive wheel bearing grease has proven adequate for me. There is a trick to packing a bearing though, either the little packing tool that is commonly available or by hand works great. The idea is to get grease squeezed in between the rollers. A note of caution, bearings can overheat and fail due to too much grease! Let someone who knows show you how if there is any doubt (again, I trust aviation mechanics for the best basic reliable information).

Re-installation should be with special cleanliness, and the retaining nut usually requires approximately 5 to 10 lbs. torque preload, or whatever is recommended by the manufacturer. (Checking time is 5-8 races.) Be sure the retaining nut is adequately locked. Rear wheel bearings are typically the sealed type (throw away when bad or dry) with a press fit in an alloy cast upright. Magnesium or aluminum uprights should be heated (around 300° F.) before, otherwise material will be removed from the upright with the bearing and after a couple of replacements the bearings will be loose (an expensive situation!). Condition of the sealed bearing is questionable if any roughness can be felt when turning it and also putting pressure on it in line with the shaft it rotates on. Also, if the seal has been damaged replacement should be considered. Most sealed bearings are standard sizes and can be bought locally at reasonable rates. Oh yes - don't forget the spacer that goes inside most rear hubs! It spaces the inside racers so the stub axle retaining bolt can be torqued properly without overloading the bearing.

Ah yes, now for a lighter moment in car preparation and maintenance --- Post Accident Work! (By lighter I mean wallet weight inevitably). In general it's a real pain. Things don't usually come apart too easily after a crash. Before doing anything though, try to identify general damage areas, direction of impact, and possible areas that look okay but might not be for some reason or other. Its best to keep track of all the damaged parts or parts requiring further checks during disassembly. There are several methods for checking components that may appear visually okay, but which have received possible extreme loads. For ferrous metals, magnetic methods for locating cracks are good (either magnaflux or Zyglo). For other components like aluminum, etc. the dyepenetrant method is usable. X-ray is also a possibilty, although I have never used it myself. For specifics on the different methods, contact people in your

area that do this kind of work.

For minor damage, or no visual damage after a nice Sunday drive through the tulies, an alignment check is good. Why does off-road racing hold such a fascination for some? A significant change in camber, toe, and/or wheel weight settings in particular serve to indicate things may not be quite like they were. This should serve as a clue to investigate further. Is something bent or starting to crack? Visual checks are in order, and possibly checking the chassis for structural integrity as I discussed in last month's article. One particular note, safety wise, is that brake loss is one of the worst things that can happen to a racer; therefore this area should receive special attention after any offcourse action. Some cars carry their brake lines in precarious positions near the bottom of the chassis. At least be warned to check carefully, so at the end of the straight I can yell "I told you so"!

Funny how that leads right into body maintenance and repair! The repair end is pretty straightforward. On most cars the body is fiberglass. and therefore requires typical boat repair supplies and know-how. A couple of tips - for best strength and minimum weight and bulk use glass cloth instead of mat and use minimal resin (to the point of squeezing off any excess). Small imperfections can accept the standard plastic filler for automotive body work technique. Some bodies can use strengthening in spots even when they are new. The Titan Mk 6 cockpit area was like this. A simple solution was light rope soaked in fiberglass polyester resin and bonded under the top lip around the cockpit.

As far as surface finishes for race cars go the original gel coat is the best. Keep it if you can. If not, the next best is an epoxy paint. Either finish is extremely durable and resists most fluids used in racing (like fuel, oil, brake fluid, etc.). The next best is probably one of the acrylic enamels on the market. They have reasonably quick drying times, and yet provide superior gloss; they are very durable, although nothing like epoxy or gel coat. Acrylic enamel is also affected by brake fluid so be careful around it. A note of caution, try to standardize the base of paint used. Lacquer based paints and enamel based paints don't like to live together. You'll see nice little bubbles if you try to use lacquer on top of enamel paint!

Hope these ideas are of some help. Let me know if you have anything to add (donations for my racing budget maybe?) Seriously $5.00 minimum! All kidding aside, next month it's engine information. See you then. ■

If our readers do have any questions for Pete they should direct them to:

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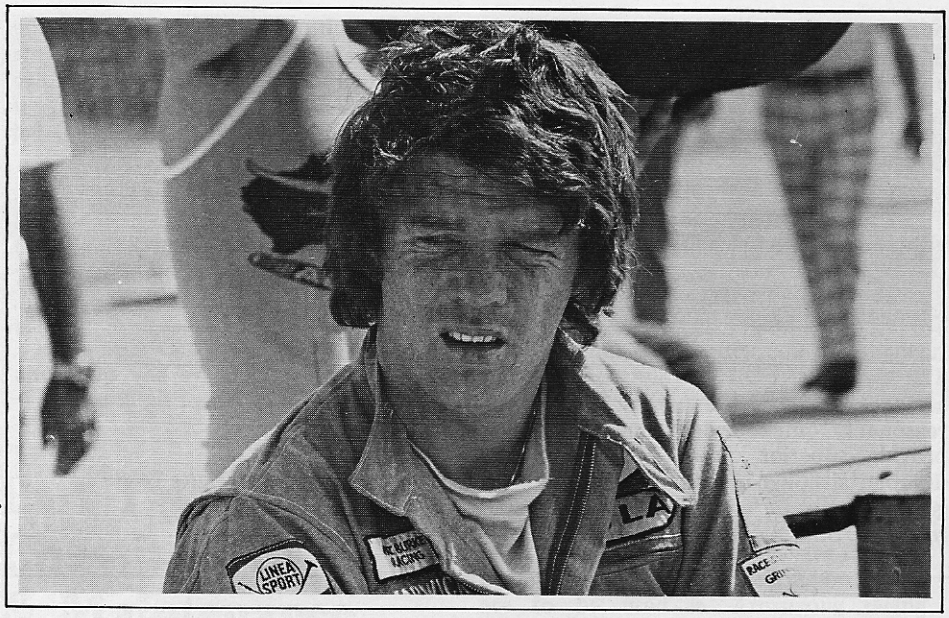
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Steven Mayer Photos

Warwick Brown

by Ed Pitz

If Warwick Brown has his way, he will become the first Australian to win the World Championship since Jack Brabham. The 25-year-old Tasman winner has made no bones about the fact that he is aiming for F1 and has had that goal in mind for several years.

"I feel sure that I'm one of those people who have their life planned. I've had such since I was probably 15 or 16. I think I can say, at this stage, that it's going according to plan but, of course, not quick enough; it never goes quick enough."

Although he expresses satisfaction with his present position as one of the world's leading F-5000 drivers, everything about him carries an underlying current of impatience. To him, F1 is the final goal and everything else is preparation.

Brown is an unusually candid driver and has been criticized for his outspokenness. However, his bluntness is total for he will freely admit his mistakes as well as his successes.

Warwick Brown was born in Wahroonga, which is located a few miles north of Sidney. The son of a civil engineer, he excelled in school sports and finished out his final year as captain of the boxing team. His interest in motor sports developed early and he became a devoted spectator at the nearby Warwick Farm circuit.

"I never really had any practical aspirations as a driver. I used to watch all those fellows driving Sprites and MGB's and think that one day I'd like to get one of my own."

Warwick's new activity did not generate parental approval, however. His family was very much against racing and his father, who was the dominate figure in the household, "believed that anybody who drove over 35 mph had some mental problem".

Warwick was about 17 when his father died and, some time later, his aspirations bloomed into something more than just spectating. His relationship with close friend and neighbor Pat Burke acquired a new aspect.

"I used to drive him to the Bathurst saloon car races twice a year in my Lotus Elan. About the third trip, he mentioned that I ought to go motor racing. I thought about it for a tenth of a second and said, 'You've got me' and away we went."

In early 1970, the new team purchased a F3 Brabham. "It was a BT8 updated to a BT15. We bought the chassis from a young fellow who had been racing it for some years in Sydney. It was rather ironical because he was dating a girl friend of mine who had very expensive tastes. I was at the stage of breaking up with her and moving on. He couldn't afford to keep the car and her, too, so I bought the car and he got his girl and everyone was happy."

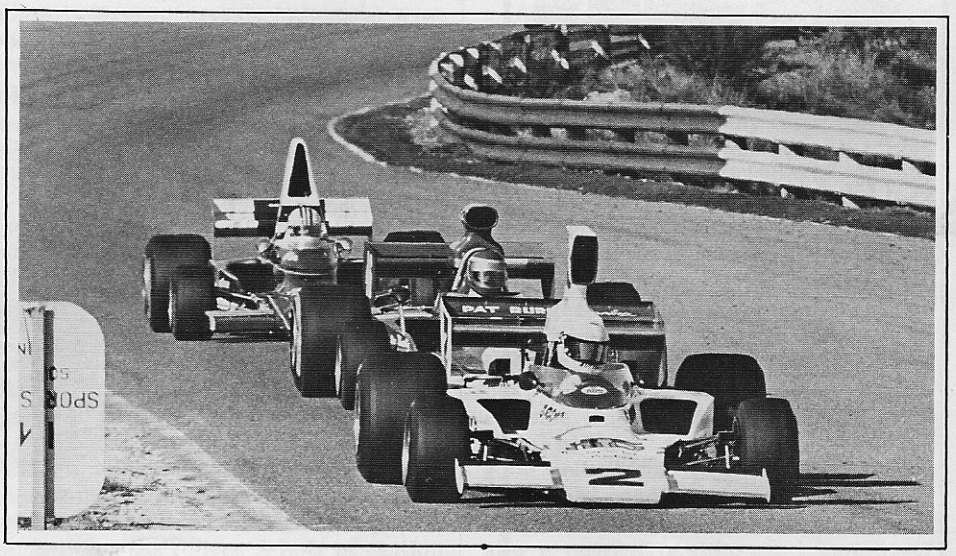
"I had my first race at Warwick Farm and I got second in class which was the only time that I was beaten in that car." Over the next nine months, Warwick ran up an impressive string of victories before the Brabham was replaced by an M4A McLaren. This was the ex-Piers Courage/ Neil Allen car.

"We spent about 12 months in the McLaren doing the Gold Star Series and I think my best place was a third behind the F-5000 cars."

In early 1972, Pat Burke Racing acquired their first F-5000 car, a McLaren M10B. "We picked this up just prior to the Australian side of the Tasman. It wasn't really a competitive car at the time although we feel that we had it going probably as quick as any other M10B. At that stage, I was consistently faster than the new Lola T-300's driven by Kevin Bartlett and a couple of others."

"The McLaren had all those no-nos like 15-inch wheels which were not competitive. It was quite heavy and steered like a truck. Yet, the only person in Australia who beat me consistently was Frank Matich. I was picking up seconds and thirds in the Gold Star that year."

For their first assault on the Tasman series, the team acquired the ex-Bob Muir Lola T-300 and Warwick's performances became a high point of the series. At Pukekohe, he lost a certain third when the car developed a fuel leak. He finished third at Levin and, on his first visit to Wigram, Brown finished a very close sec-



Warwick on his way to a fifth place at the 1974 Laguna Seca F-5000 event.

ond to Graham McRae and set the lap record.

Following the rain and seventh place at Teretonga, he went to Surfer's Paradise for the first Australian round and the accident that nearly terminated his career.

"I was on the warmup laps before the race and I crashed at Dunlop Corner at the end of the straight. I was going through at about 160 mph when I had a tire break it's seal on the rim; it probably happened on the straight but I didn't have the experience to recognize it. I lost the steering and the car plowed straight ahead. I went about 100 feet and ran up a fairly high grass embankment, across an access road, and into a wall on the other side. Went end over end a few times and landed about 90 feet away in a drain, upside down and still in the car."

"There was nothing left at the front of the car except my legs; they were broken in three places and I also had a broken vertebrae and a few other things."

Brown spent three and a half months in the hospital and it was another six months before he could walk without the aid of crutches. A small battery was inserted in his right leg and wasn't removed until the following year.

"I had my first race again at the first Tasman round of '74. We had the first Lola T-332 produced and we got it only ten days before the race; it was really a monumental job getting the whole thing together. We spent the first few races getting sorted and they were very hard on me, too."

Despite his handicaps, Brown found himself finishing in the top six and was back in contention by the middle of the series. That elusive first Tasman victory did not come until the final race at Adelaide.

"The win put us on a very positive step for 1974. I stayed in Australia for several months but it was a bit of a problem what to do because the racing wasn't really anything down there and I had had overseas ambitions for some time."

"After doing one Gold Star race and finishing second, I decided, for financial reasons, that the States was the place to go. So I came to California to do the three races at Ontario, Laguna Seca, and Riverside."

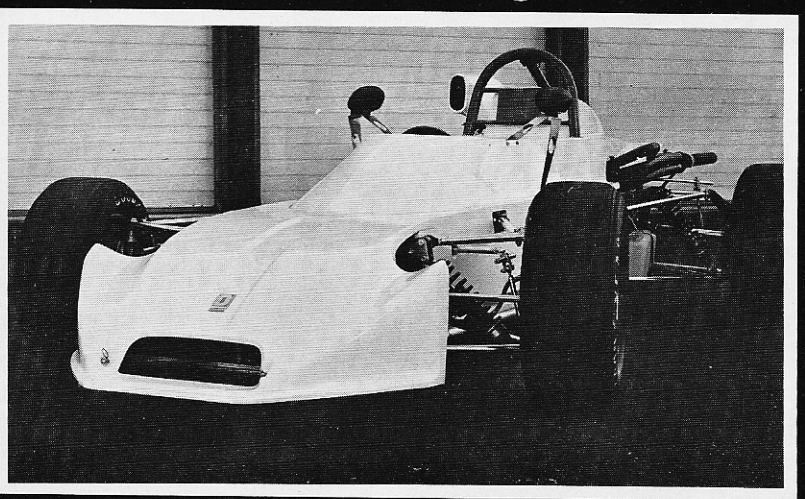
"On reflection, I think that the trip was probably the biggest gamble that I ever took. I arrived with one Lola, one spare engine, and a couple sets of wheels, figuring that I could get by on the prize money."

The gamble paid off. Brown emerged as a front runner in the hottest competition ever seen in F-5000. At Ontario, he finished a close second in his heat but fell to 11th in the final due to tire problems. He captured fifth at Laguna Seca and ended his effort with a fine third at Riverside.

Brown started the new season by scoring two Tasman victories and becoming the first Australian ever to win the championship. The one point victory margin doesn't reflect on his overall performance for, if tire and mechanical problems had not intervened, Brown would have won seven of the eight races on the trot.

Presently, Warwick is living near the McCormack Racing facility in San Juan Capistrano, having developed an appetite for pancakes and a fondness for American 'birds'. Brown will drive one of Jack McCormack's Talons in the upcoming U.S. series, McCormack supplying two complete chassis while Brown brings the mechanics and Peter Malloy engines that have powered his cars since 1972. ■

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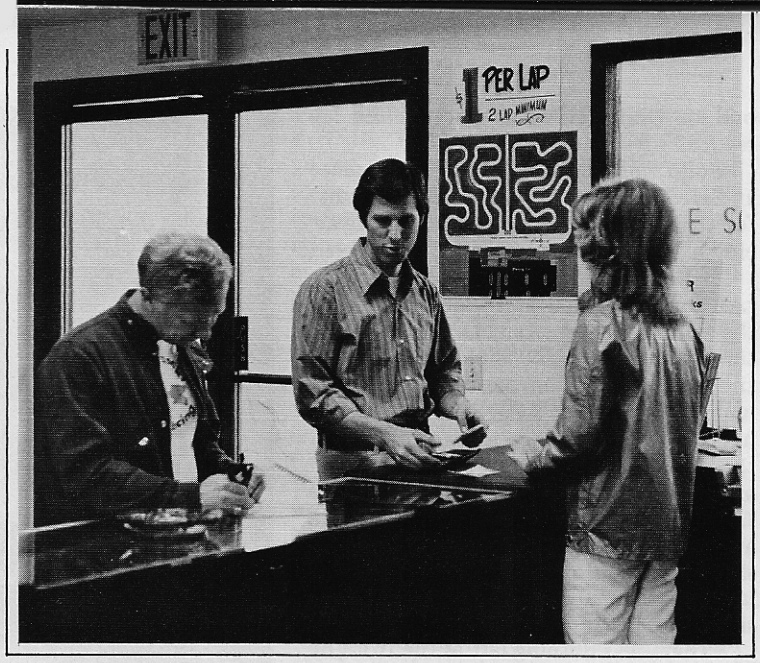
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Cal Prix



RPM Photos



(LEFT) J. Peter gets some hot tips from track record holder Larry Swift. (ABOVE) The clean, well thought out lobby (notice the track diagram on the wall).

by J. Peter Halsmer

Grand Prix of America has grown considerably since its inception three years ago. John Z. DeLorean originally came up with the idea of putting every licensed driver behind the wheel of a miniature Formula 1 racer. With people like Roger Penske and Pat Patrick, to name a few, he started what I hope will be an international project - to let the average guy appreciate (if just a little bit) some of the things going on out there on a real race track. A lot of people are getting hooked on it, and I think it's one of the best things that has happened to the sport of road racing in a long time.

The facility we (Hugh Mooney, our Editor, and myself) visited the other night is in Pomona, California. Dave Hayden, the Service Manager, was happy to show us around and I must say the plant is really first class. A storage area for 20 - 30 ¾ scale Formula cars, full maintenance facilities and experienced mechanics (it would put a lot of real race teams to shame). The Pomona operation was formed by several of the original investors in Grand Prix of America, (located in Troy, Michigan) and is called The Cal Prix Grand Prix Driving Course. The intention is to install other tracks on the west coast, possibly in Costa Mesa, Newport Beach, and San Diego. The original group, G.P. of A., also has summer opening plans for tracks in Dallas, Phoenix, and Ft. Lauderdale. The Dallas facility has a mid July opening date and will be operated by Sport Racing Incorporated who hold the franchise rights in the Dallas-Ft. Worth area.

Well so much for background. For all you technically minded racers, the fast set-up for these cars, according to the lap record holder Larry Swift, is: 25 hours on the engine (just running great), tires with the cord just beginning to show, and ¼" toe out on the front wheels.

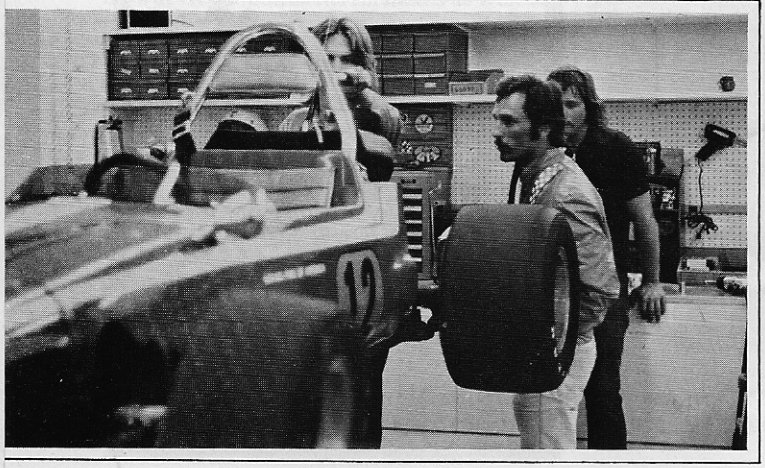
As for driving the little dudes - it's great! A center partition divides the pedals, gas on the right, brake on the left. The steering is quick and the seating position comfortable, although a little more upright than in a real Formula car.

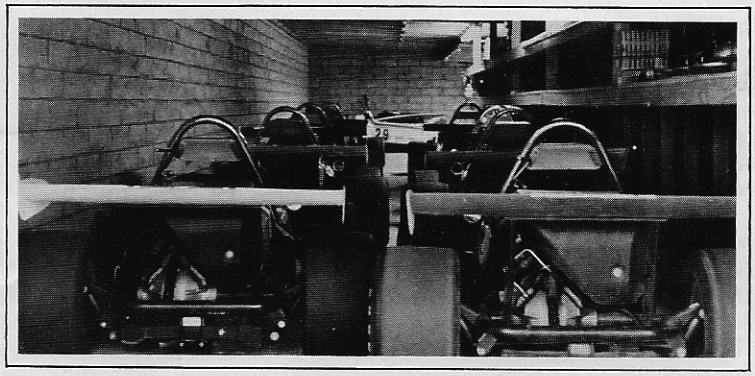
There are two ½ mile courses with just about every type of corner you could imagine, but with very minor elevation changes. A timer spaces the cars 15 or so seconds apart on the course and times each car to the hundredth of a second, from the moment it breaks a beam just past the starting line, to the moment it crosses the beam at the finish.

The cars at first appeared to be a bit on the understeering side, but with a little practice the back begins to come around nicely. Apparently the trick is to just miss the curbing, although everyone seems to need to find this out for himself! Hugging the edge of the curbs on the larger radius turns, not sliding the car, and carrying absolute maximum speed into a corner are all necessities, along with being as smooth as possible.

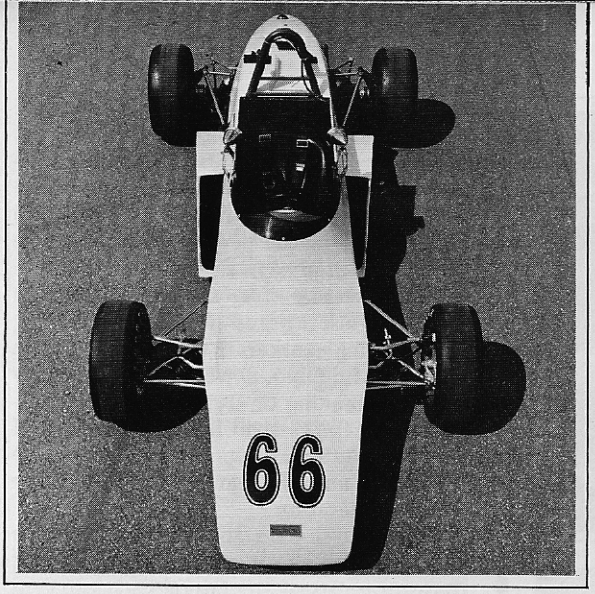
In all fairness, I must add that *Formula* got its buns beat by the local hotshoe. Hugh's 48.8 and my 49.2 were a little bit off the 47.8 second pace set by Larry Swift (but, of course, we have our racer's dictionary of excuses working over time on this one!).

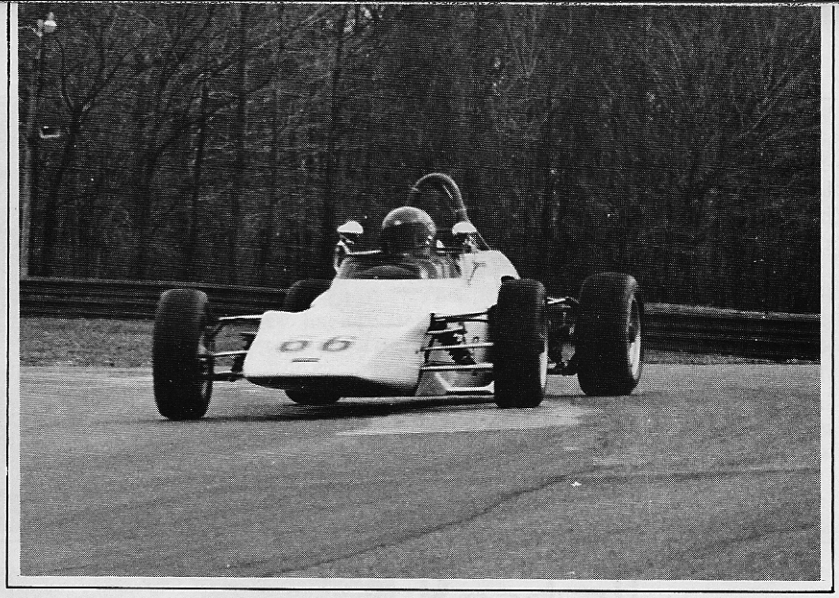
What more can I say? Anyone within driving distance is a fool not to try it. ■

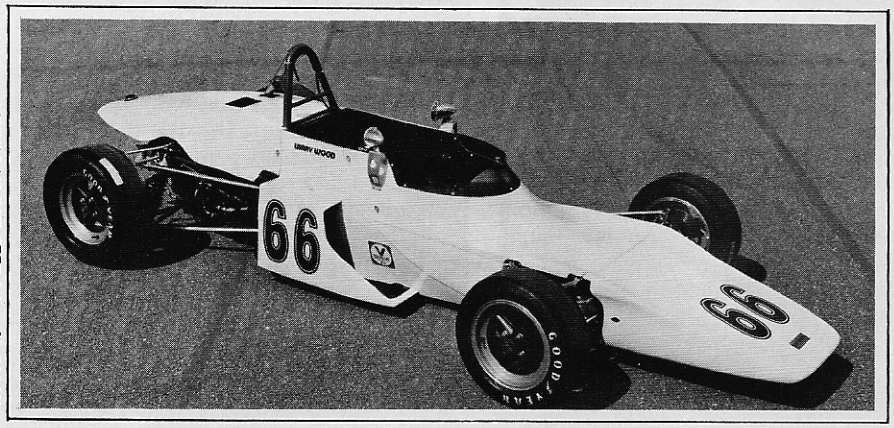


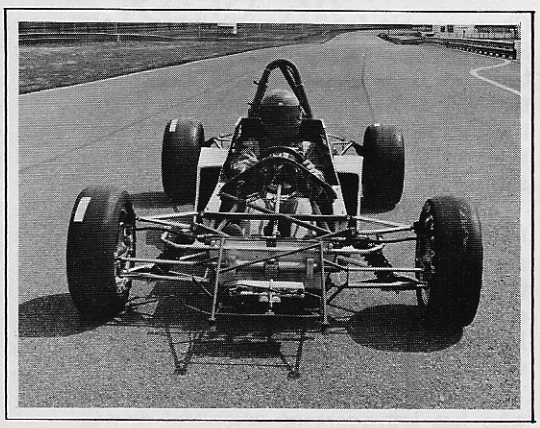


(LEFT) The very professional looking service area. (ABOVE) One of two 20-30 car capacity storage garages.









Photos by W. Baggs and R. Jarrell

Van Diemen RF 75

by Gary Witzenburg

Early April around the Great Lakes is typically wet, chilly, windy, cantankerous, even snowy. Winter here always seems to be about a month out of synch with the rest of the world. April comes in like a lion and kicks like a mule, while the weather is trustworthy as a rattlesnake and the nastiness hangs on like a slobbery bulldog.

Skiers wax away gleefully and head for one last run, baseball fans huddle and tank up for Opening Day, golf freaks in long johns chase their little balls across the tundra and racers wring their hands in anguish and gaze skyward for a ray of hope.

Halfway into the month, the first drivers schools are plagued with freezing rain, worker rebellions and near-terminal frostbite. Serious contenders watch their first event rush towards them in frustration as schedules are delayed and test sessions are snowed or rained out, or run under less-than-satisfying conditions.

So when Editor Hugh Mooney asked me to test the new Van Diemen Formula Ford, the Detroit based U.S. importer, Lynx Cars, Inc.. had two successive weekends of testing scheduled. April 5th was set for sorting and debugging at nearby Waterford Hills, with the next day set aside as a rain check; and the following weekend would be used for two full days of serious testing at Mid-Ohio.

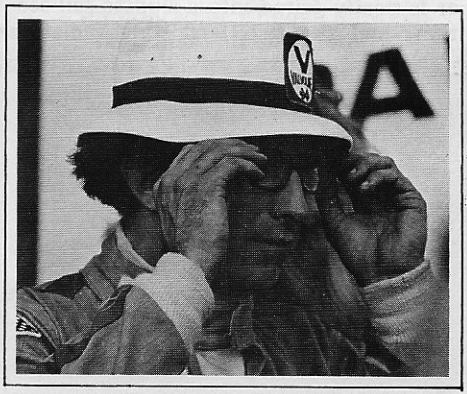
But the Waterford plans were scuttled by a nasty snow storm and ice storm that struck on Thursday and left the area still buried and shivering by Sunday. Then the weather broke, but the cold and wind hung on all week. And then we got word that Mid-Ohio would not let us test on Sunday, leaving only Saturday the 12th to get everything done.

Fortunately, it was dry all day and the temperature eased into the mid forties; still too cool to let the tires work properly, but you make do with what you have.

By the time I arrived, late in the afternoon, Lynx Cars' John Mills, driver Larry Wood and crew members Dennis Waters and Hugh Miller were in a jubilant mood. The car was working beautifully right out of the box and just by playing with sway bar settings they had it down to within 0.3 seconds of the lap record.

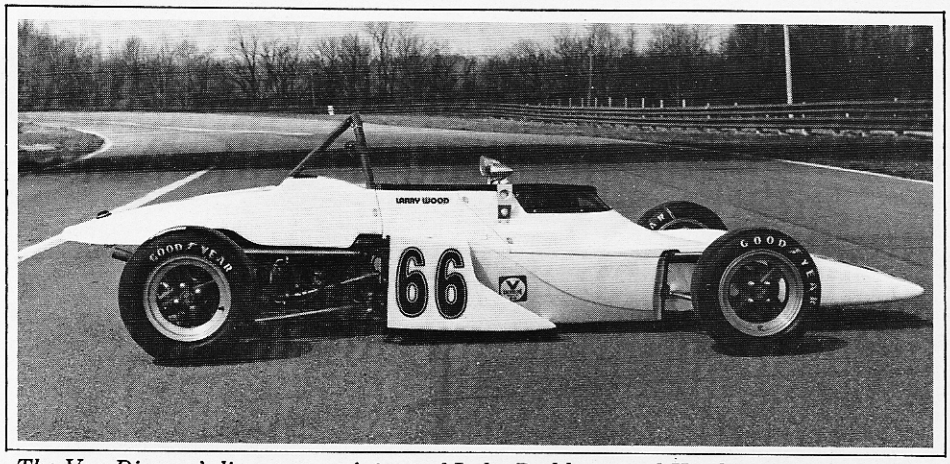
While Wood owns no less than five lap records on Central Division tracks in Formula Vee, he had never driven anything else before that day. Given zero experience in a Formula Ford, an unsorted car and not-too-favorable temperature conditions, the day's work had to be considered a spectacular success.

But then the Van Diemen has amassed a rather impressive record for itself in only two seasons across the pond. In its first year, 1973, the wide, flat-nosed, strange-looking machine won both the BOC Championship and the FF Festival and was second in the English STP Championship in the hands of Don MacLeod. It also took the Scottish



Ron W. Lester Photo

Larry Wood, the "works" Van Diemen driver in the U.S. this year.



Photos by W. Baggs and R. Jarrell

The Van Diemen's lines are a mixture of Lola, Brabham, and Hawke

Championship for Graham Cuthbert. Last Season the virtually unchanged RF 74 took the first three positions in the Scottish series, the Danish Championship, and the Vandervel Novice Award and finished third in both BOC and STP Championships.

For '75, the car gets a slicker, chisel-nosed body and minor chassis refinements, including a slightly narrower track. The nose and cowl are reminiscent of a Lola T-342, while the tail tapers Hawke-like and the side radiator intake shape suggests Brabham.

Built in England by Ralph Firman, who has ten years of successful driving and car preparation experience to his credit but virtually no technical background, the Van Dieman is fairly conventional but still modern in concept. Its 153 inches long on a 92½ inch wheelbase and has front and rear track dimensions of 56 and 55½ inches, respectively.

The chassis is constructed of both round and square tubing and features a riveted aluminum undertray with extensive bracing to the cockpit. Suspension is by triangular wishbones and uses nothing but AMPEP joints, with rear uprights "of magnesium strength consistency" (as in F-2 and F-3) and fronts derived from the Triumph Herald for "practicability and economy," according to the spec sheet.

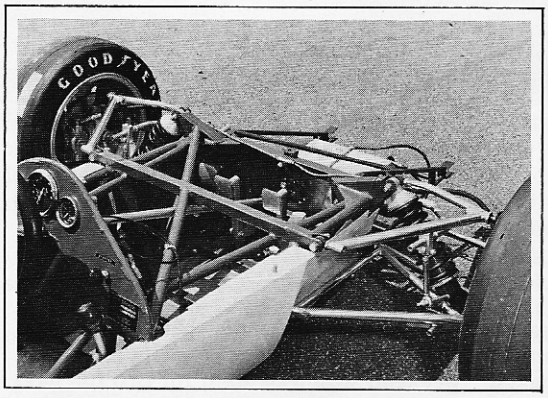
Brakes are Girling 14 LFs all around, and the rears are mounted inboard on the Hewland Mk 9 gearbox. The oil cooler is neatly faired into a sloping tail section, and the two large side radiators appear more than ample for hot-weather cooling.

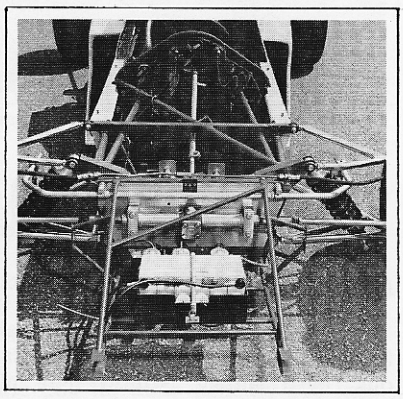
I jumped into the car and found it amazingly easy to drive, although the fairly cool rubber made both ends a little skitterish. In spite of the fact that the car was set up for Larry, who is smaller and has shorter arms and legs, I felt reasonably comfortable in it after only a couple of laps.

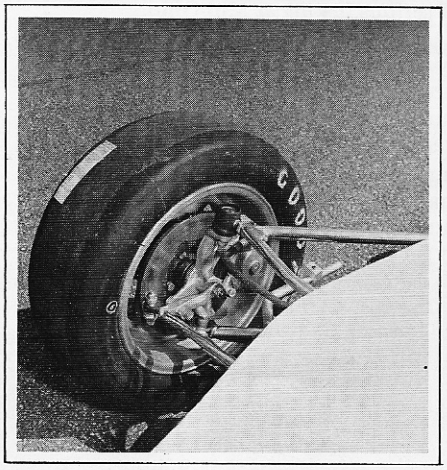
The shift lever and linkage was the quickest and surest I've experienced. Even though it was mounted too far aft for my comfort, the lever could be practically willed into the gear I wanted. My usual problem in a Formula Ford - too little room in the pedal area for my size 12's - did not arise in the RF 75.

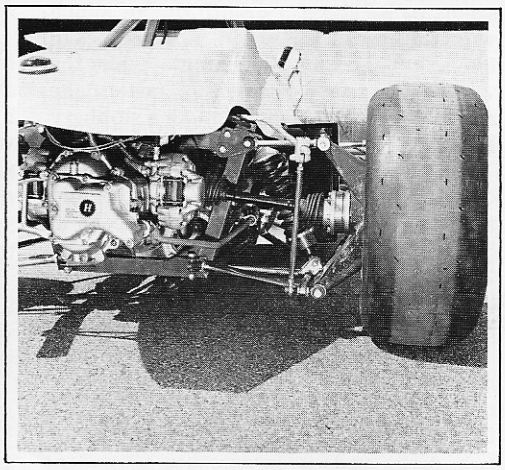
Very creaky after the long winter, in someone else's brand new car and lacking the braking markers I used to know and love at Mid-Ohio, I was not pushing my luck on braking or trying to set any particularly impressive lap speeds. But I did test the brakes and found them to be adequate and the car very stable under hard deceleration.

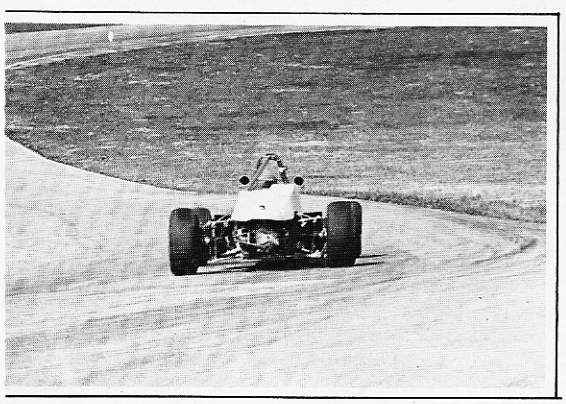
And I did push the car to its limit in cornering, where it seems to excel - not only in terms of the lateral G's it can generate, but also in the relative ease with which it generates them. The car flat goes where you point it. Understeer in tight turns is easily overcome with power, and oversteer on trailing throttle is both gentle and controllable. If you go in over your head and start running out of room, you merely back off a tad, them climb right back on it to catch the back end, and motor off where you wanted to go in the first place. No wet pants and little











(TOP LEFT) In this view of the front half of the frame, one can see that both square and round tubing was used. (TOP RIGHT) Another look at the front of the car shows the nose sub-frame which carries the Varley White-Top battery. (BOTTOM LEFT) The front uprights used on the Van Diemen are from the Triumph Herald, which is a more or less common practice among the English racing car constructors. (BOTTOM RIGHT) The Hewland Mk 9 gearbox fits snugly in the compact rear-bay of the Van Diemen.

time lost.

Besides being fast, the car has a reputation in Europe for being stable, safe, and relatively easy to drive quickly. While some other competitive machines tend to be a little tricky and require a lot of skill and experience to bring out their potential, the Van Diemen seems to go well even when you strap it on for the very first time.

For that reason, one of Ralph Firman's former employers, Jim Russell, has equipped both his British and Canadian schools with Van Diemens, and production has climbed from about 15 in '73 to 50 or so last year and more than 20 already for '75. The company is also involved in a Super Ford project and has its eye on the Super Vee and F-Atlantic classes as well.

Only a couple of Van Diemens had made their way to this country prior to Lynx Cars' involvement, and they have been run only regionally and have no records. Mills and James Ried of Lynx have imported one for Wood, a second for Tim Millis in Kansas and have a third one on its way that is unsold at this writing. With seven years of Formula Vee experience to his credit, four of them Lynx products, plus a second at the '73 runoffs and a Divisional co-title (shared by National Champ Harry MacDonald) in 1974, Wood will be the "factory" Van Diemen driver in the U.S. this year.

The RF 75 retails for $8200 FOB Detroit with the Hewland gears and the latest Scholar engine, or a roller can be bought for $1300 less. Given its out-of-the-box impressiveness with the Scholar at Mid-Ohio, that just may be the bargain of the year. ■

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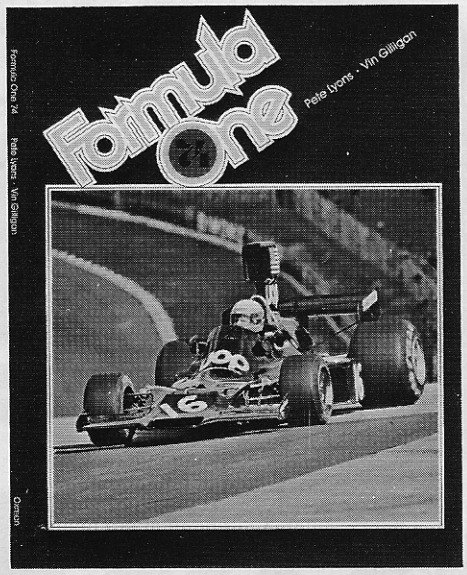
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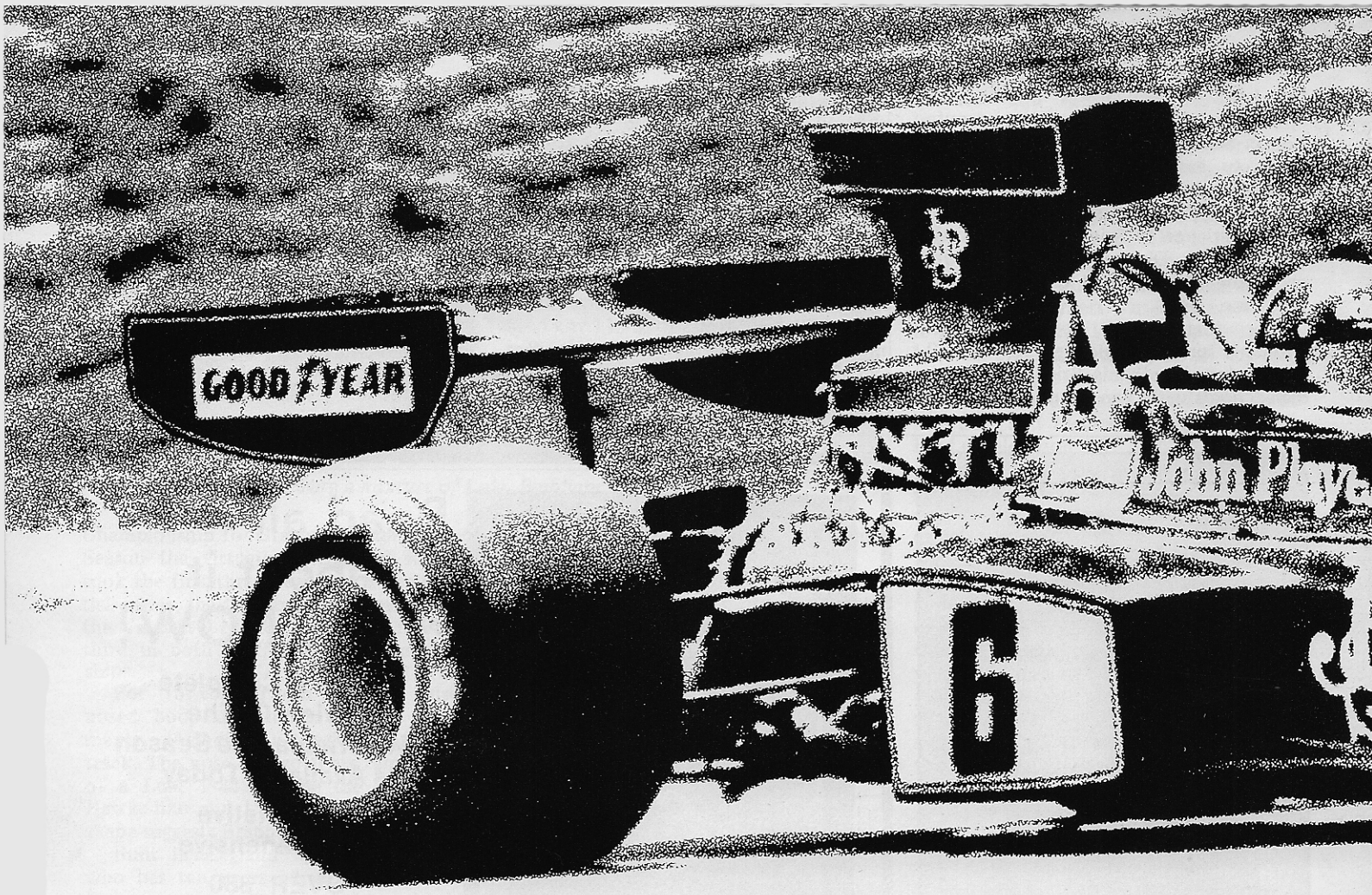
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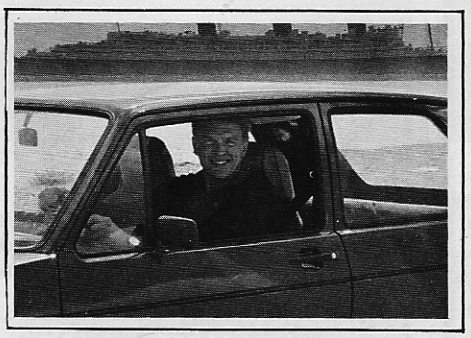
Long Beac

by Steven Mayer

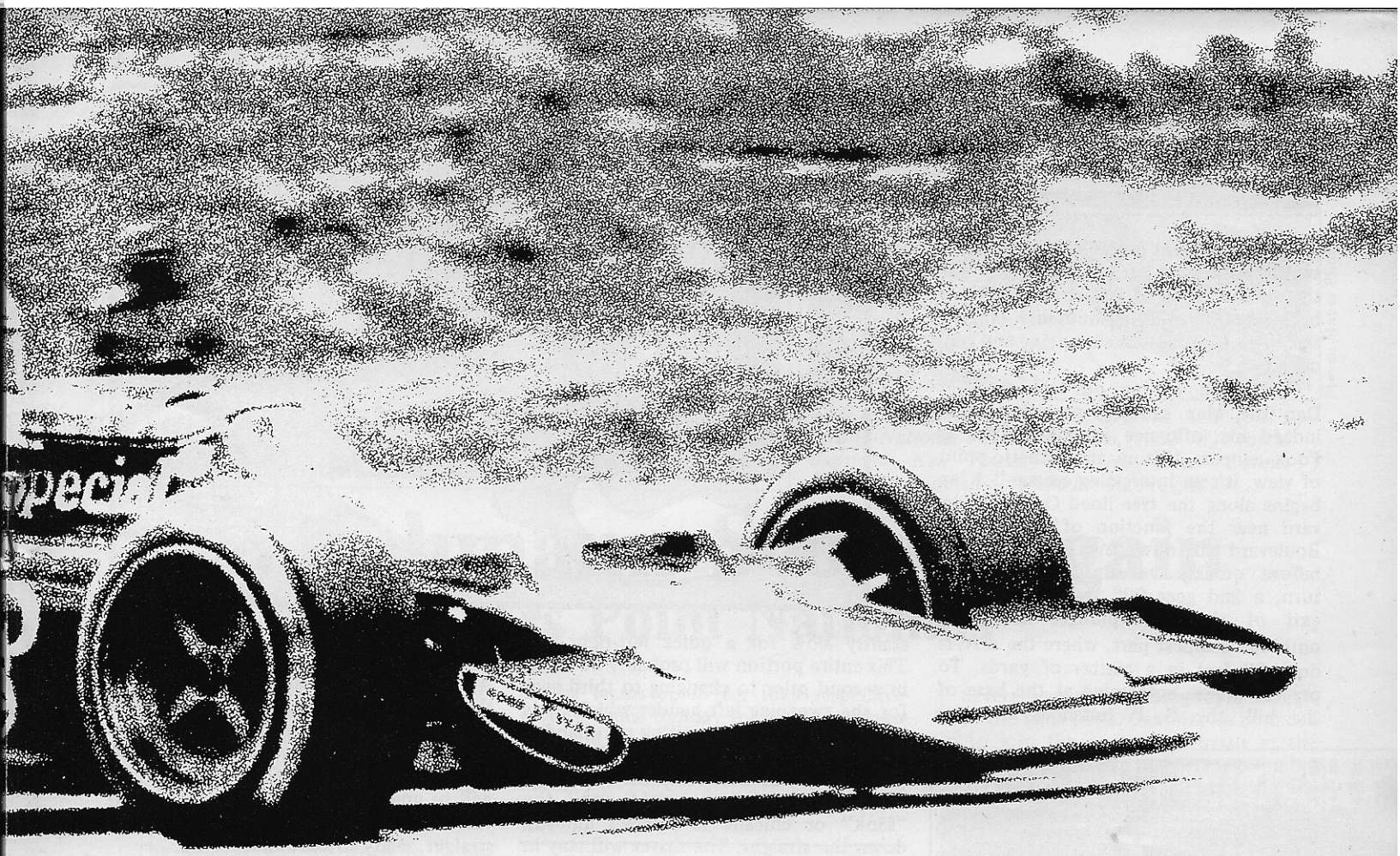
Dan the Man. The American Grand Prix star. He's done it all, from driving to constructing to team-managing. Whether Can Am, Indy, or Formula One, he's always been in the forefront. Now, with the advent of a bonafide, through-the-streets Grand Prix in Southern California, he's once again a figurehead for the project.

"The Long Beach Grand Prix is a tremendous opportunity for motor racing," exclaims the quiet giant of formula racing in the United States. "Every step has been a potentially difficult one, from obtaining enthusiastic support of the city of Long Beach, to securing promises of financial backing, to the awarding of the date for the Western U.S.G.P. (on March 28, 1976). That was a major hurdle. They are all behind us now." One of the final stepping stones, besides the financial backing, is approval of the course by the California Coastal Commission to insure that the environmental impact upon the coastline will be minimal, if not nonexistant. The amount of noise is, of course, the chief concern, such that, as Gurney drawled, "We don't scare the seagulls".

The originator of the concept is a transplanted Englishman, Chris Pook. Once a road racing driver himself who "shuffled around in Formula Junior back when Dan was in Grand Prix," the idea evolved from the ambition of cultivating Long Beach to the status of an "International City". Aware that the city was slowly sinking into its own anonymity, despite such attractions as the Queen Mary, Pook fielded his idea before the Long Beach Convention and News Bureau in May of 1973; their support provided the impetus to pursue the idea further. Talking the language of the marketing and promotion man he is, Pook expounds upon the theory behind the Grand Prix: "Long Beach is trying to revitalize its image . . . give the city identity. The through-the-streets Grand Prix is an excellent promotional tool, because Formula One cuts a swath through all forms of society. The reason behind this event is to give confidence to hotel developers and



Dan Gurney, one of the leading figures in the L.B.G.P. project.



h GP



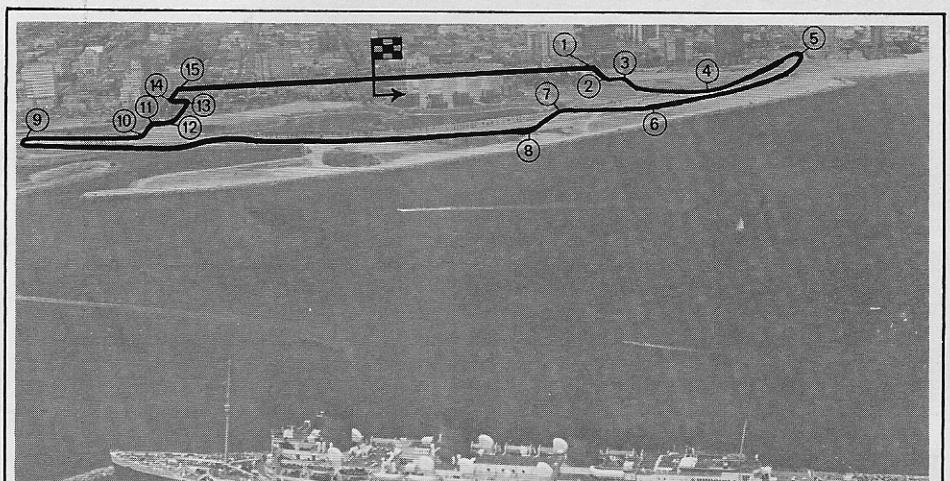
(ABOVE) Editor Hugh Mooney negotiates the turn five hairpin with the regular flow of traffic (on race day the direction will be reversed). (BELOW) A view of Long Beach from across the Harbor.

business developers that Long Beach is a viable area.

The city of Long Beach is backing the Grand Prix strongly. As Pook commented (in his position as President of the Long Beach Grand Prix Corporation, the promoting organization of the Grand Prix), "They've supported us to the fullest extent from the very beginning. They have been most cooperative." Though they have not been able to contribute to the $1.5 million budget for the staging of the Grand Prix, "They've given us complete run of their facilities. For example, we were able to give the authorities (ACCUS and CSI) and sanctioning bodies exact engineering specifications about the circuit (as provided by the city engineers) which added much credibility to our case." Gurney adds, "The city has been very, very enthusiastic . They've given us the opportunity to engage the police, fire and communications networks." As Pook concludes, "They probably want to see the event come about more than anyone else."

Everyone - Pook, Gurney, and the city - is tremendously safety conscious. "The responsibility is very much there," Gurney says, "We want to do everything

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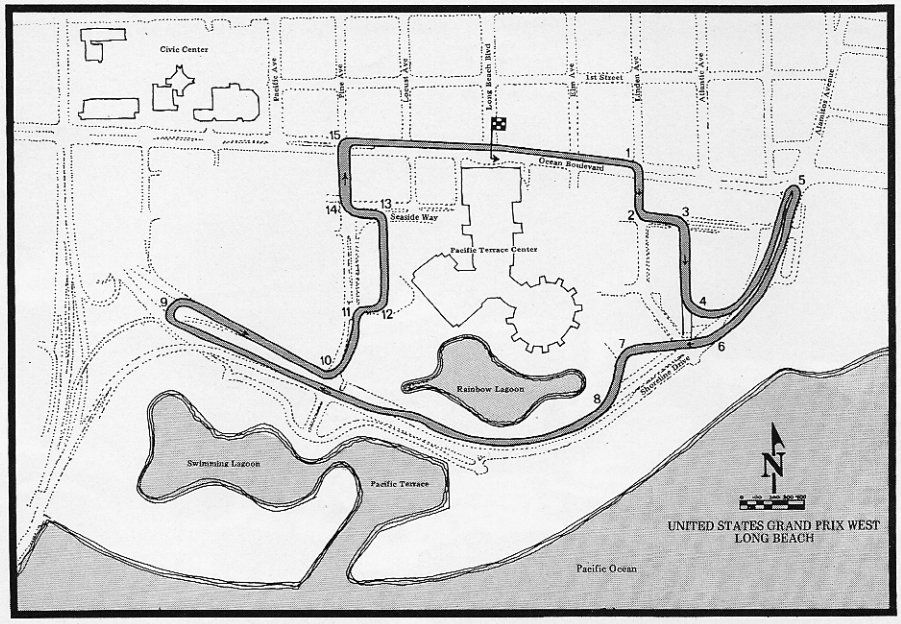


Long Beach GP

continued

we can to prevent problems." In addition to the removable barriers which will line the slower parts of the circuit, the fast back straight will undoubtedly employ the newest form of catch-fencing and run-off areas.

"I helped to lay out the circuit," Dan the Man proudly proclaims. And indeed his influence is evident, for as Pook concurs, "From an aesthetic point of view, it's an interesting course." A lap begins along the tree lined Ocean Boulevard near the junction of Long Beach Boulevard in downtown Long Beach, before quickly encountering the first turn, a 2nd gear 90° right-hander. The exit of the turn plunges downward onto the steepest part, where the drivers drop 28 feet in a matter of yards. To prevent severe bottoming at the base of the hill, the G. P. hotshoes must instantly slow for a quick left-right jog. This entire portion will probably be taken in second prior to changing to third gear for the sweeping left hander which leads to a very slow, yet exciting righthanded hairpin. Proper execution of this corner (turn five) will accelerate the cars onto the mile-long back straight until the "kink" or chicane is reached midway down the straight. The driver will stay in third through the chicane, slamming into fourth gear at the exit of the artificial chicane and staying in that gear for the remainder of Shoreline Drive. On this portion of the circuit a top speed of 155 or 160 mph will be reached. Then the G.P. cars will brake for the first gear 180° turn which goes under an overpass before reversing direction upon Shoreline Drive. After the lefthanded 90° turn onto Pine Avenue, the circuit designers have again slowed the course by use of a tight right-left jog quickly followed by use of a left-right jog. The intention here is again to prevent bottoming, but this time the cars will be going up the hill to Ocean Boulevard. At the top of the incline is the final straight, ready to start another lap.





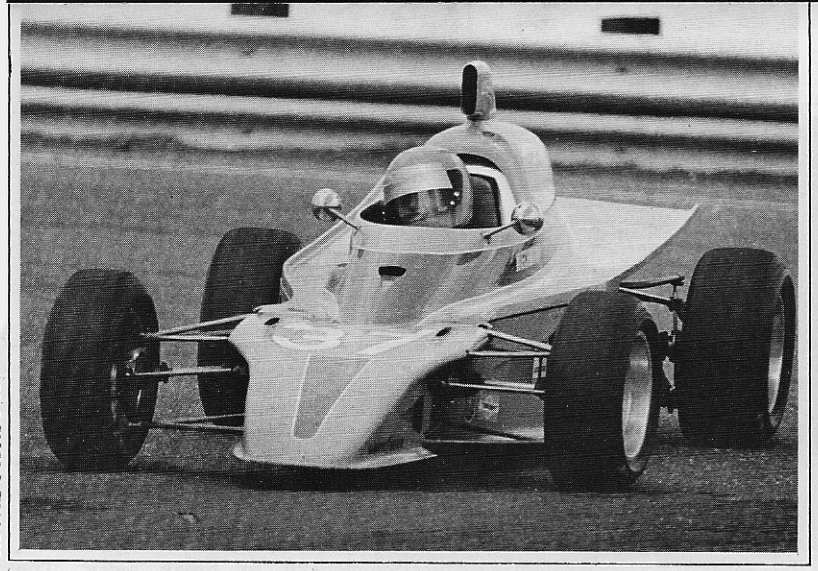
(BELOW) Elliot Forbes-Robinson in an early publicity photo



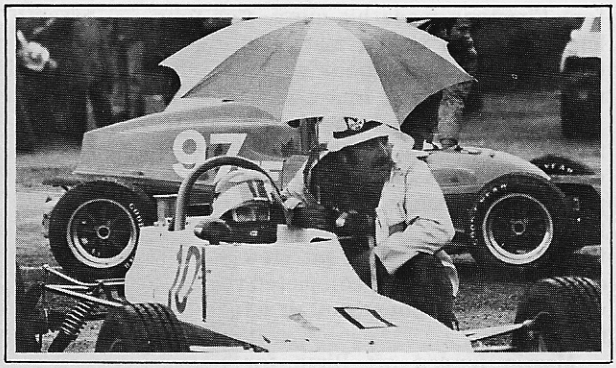
With a predominance of second and third gear turns, the course will be a comparatively slow one. Average lap speeds, according to both Gurney and Pook, should be in the range of 90 to 95 mph, with a lap time of 1:25 or 1:30. All in all, an interesting, yet demanding circuit.

Much of the refining and honing of the course design itself is largely due to Dr. Guiseppe Bacciagaluppi, who is director of the Monza circuit in Italy. A consultant on circuit design and safety to the CSI, he was commissioned to do a safety study of the Long Beach course. With his advice, the grandstands will be placed in safe locations. Spectator capacity for the September 28th F-5000 event is 70,000, and for the Grand Prix on March 28th, 94,000.

"At first, it was tough to convince people that we were serious," recalls Dan Gurney. "Now, even the car owners are a bit overawed that its come this far." But indeed it has, for the Long Beach Grand Prix is a reality. Besides the approval of the Coastal Commission, which appears eminent, the only other unconfirmed factor is the $1.575 million budget, and that seems well in control. Pook is confident the financial backing and support is already there. With this assurance, Chris Pook concludes as Dan Gurney began originally, "We're hoping the events in September and March will boost interest in motor racing, and road racing in particular." Indeed, with the Long Beach Grand Prix, road racing in America will have come of age. ■



Antoni Cortes Photo



Steven Mayer Photo

(LEFT) Tom Wiechmann pilots his ADF to it's second National victory in a row. (ABOVE) Crossle importer Ken Deeter and his driver Dennis Firestone, share an umbrella on the Pre-grid.

Wiechmann Scores Again

Sears Point Nationals

by Ed Pitz

Tom Wiechmann followed up his Holtville win with a superb victory in the Truecraft Nationals at Sears Point on April 5-6. His ADF won by 4.8 seconds after a fine battle with runner-up Rick Ricketts' MRE and Dennis Firestone's Crossle.

The weather was the worst to be encountered so far this year. It was quite cold throughout the weekend and Saturday's pouring rain made a hash of the qualifying times; sorting became a matter of guesswork but the leaders' race laps were fractionally outside Marty Loft's lap record of 1:47.18.

ENTRY AND QUALIFYING

Sears Point provides the most radical test for the west coast driver. Located in rolling farm country north of San Francisco Bay, the circuit plunges helter-skelter around a small valley and packs several abrupt gradient changes and twelve corners into its 2.8 miles. A good driver and a well handling machine will hold a stronger advantage over sheer horsepower at this circuit than at most other courses.

Representation from the south was small with only Firestone, Hiss, Nicolosi, and Bob Earl showing up for the NorPac Division opener. The latter driver was offered International Racing Stables' new Dulon MP17A which is little more than the MP15B with revised bodywork; Earl responded with 2:00.22 in the morning session which, with the advent of rain, remained the best time.

There were few surprises among the other entries. Bill Pugh was back in his elderly but very fast Dulon now named the B.P. Special. Mike Hiss ran a new Lola T-342 while his Riverside machine had been repaired and was driven by Glen Biren.

The afternoon wet session removed any possibility of improvement and most of the teams opted for their respective motels. Since Sunday morning's warmup was held on a damp track, the only decent conditions occurred during the race itself.

RACE

Wiechmann outdragged Ricketts at the start only to have the MRE nip by under braking for the hairpin. The pair rushed by the pits ahead of Firestone, Earl, Scyphers, Stansbury, Biren, Elmer, Nicolosi, and Pugh.

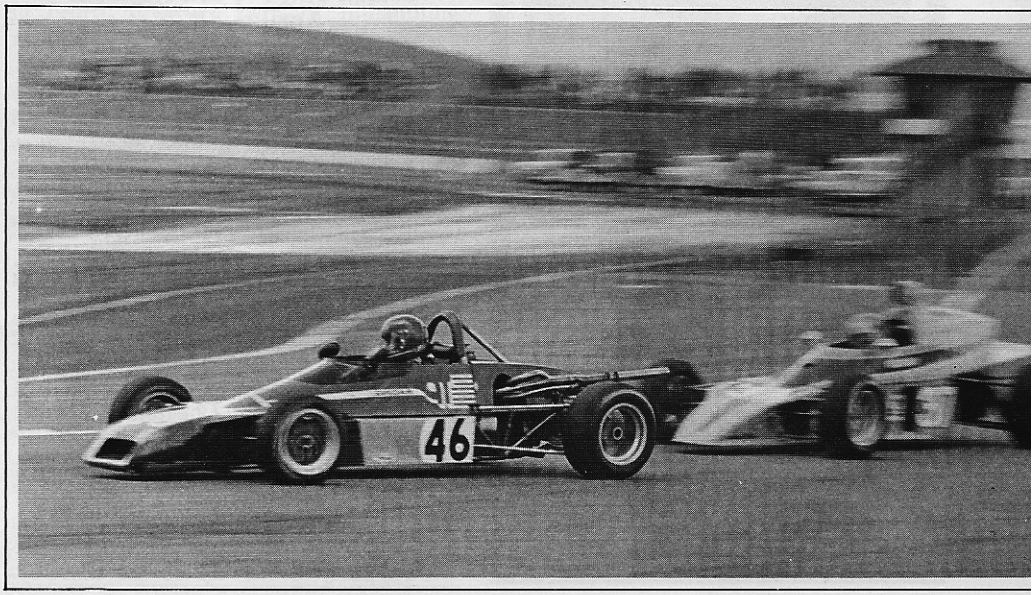
The top three immediately drew clear of the rest with Ricketts holding a small margin over the ADF and Crossle. Earl was unable to hang on and was coping with gear selection difficulties that made his position precarious. Bill Pugh moved up to challenge the Dulon only to break his shift lever; he spent the rest of the race using third and fourth gears with the selector rod.

Several cars were making rapid retreats from the back rows. Dan Marvin bounced up to join the sixth place battle at the expense of his motor which was pumping a ridiculous amount of oil onto the circuit and onto the Lolas of Hiss and Biren. It is a total mystery why he wasn't black flagged.

Page Roos pushed his new Lola up to tenth place before retiring with a hole in the block, the discovery of which brought mild laughter from his pit crew. SF Regional champ Grove Hoover drove very well and his Titan broke into the top ten in the latter stages.

Meanwhile, the battle for the lead began to warm up. Ricketts missed a shift on the seventh lap and slipped back to third. Wiechmann took over for a lap be-

(BELOW) Young Rick Ricketts was the sensation of the weekend, giving veteran Wiechmann a real challenge until a deflating tire dropped him off the pace.



Antoni Cortes Photo

fore Firestone made his move. For four laps, Firestone stayed marginally ahead only to blot his copybook with a spin at the hairpin that left him a secure third.

Ricketts inherited the lead for two more laps before succumbing to the ADF driver's advances and the gap between the pair began to widen. The MRE had suffered a deflating tire on the pre-grid and the sealer added by his pit crew almost did the trick; Ricketts completed the race with only eight pounds of air left in the faulty tire.

Marvin fended off Biren for fourth while Hiss, who had spun on the Titan's oil, finished sixth ahead of Pugh. However, the USAC driver's machine lacked sufficient ballast and was disqualified for being ten pounds under the weight limit.

Seventh place went to Hoover with Elmer and Sharp the only others to complete the 18 laps. The attrition was high with eleven of the 26 starters falling out. Earl's clutch eventually gave out under the strain. Sam Nicolosi suffered a flat tire. Bob Blackwood's Lola lost two laps in the pits while the driver removed carburetor grit and finally stopped with a broken shift lever. ■

Formula Ford Grid

BOB EARL Dulon MP17A 2:00.22	**TOM WIECHMANN** ADF 2:02.13
RON STANSBURY Lola T-340 2:03.27	**RICK RICKETTS** MRE 2:03.36
BOB BLACKWOOD Lola T-340 2:05.92	**D. FIRESTONE** Crossle 30F 2:07.87
GLEN BIREN Lola T-342 2:07.97	**DALE ELMER** ADF 2:08.17
TED SPITALERI Lotus 61 2:10.67	**BILLY SCYPHERS** Lola T-340 2:10.68
MIKE HISS Lola T-342 2:11.40	**SAM NICOLOSI** Merlyn Mk 25 2:14.46
BILL PUGH Dulon LD4 2:14.77	**FRANK BRIGGS** Lola T-340 2:15.27
KEN SHARP Merlyn Mk 24 2:16.86	**JOHN HOFFMAN** Elden Mk 10 2:16.95
WALTON BURRES Titan Mk 6B 2:17.87	**NOEL BENNETT** Lola T-340 2:18.71
HARRY SORTEBERG Lola T-340 2:18.72	**L. de BRETTEVILLE** Winkelmann WDF 2 2:18.99
DAN MARVIN Titan Mk 6 2:21.40	**GROVE HOOVER** Titan Mk 6 2:22.15
MILT SEROPAN Merlyn Mk 24 2:25.16	**PAGE ROOS** Lola T-342 2:31.75
JOHN ZAZRIVY Crossle 25F 2:31.99	**JERRY PACHECO** Loltus 61 2:32.94

Sears Point F/Ford National
April 6, 1975

1. Tom Wiechmann, ADF, 32m 38.03s., (83.49 mph).
2. Rick Ricketts, MRE.
3. Dennis Firestone, Crossle 30F.
4. Dan Marvin, Titan Mk 6.
5. Glen Biren, Lola T-342.
6. Bill Pugh, BP Special Dulon LD4.
7. Grove Hoover, Titan Mk 6.
8. Dale Elmer, ADF.
9. Ken Sharp, Merlyn Mk 24.
10. Ted Spitaleri, Lotus 61.

Sears Point F/Vee

Stu Fisher's Lynx totally dominated the F/Vee round and won comfortably from Bob Booth's Cheetah. All the familiar Vee antics took place in a great battle for third between Eric Schalansky, Mike Cherry, Mike Billesbach, Brent Milner, Carl Von Doymi, Bill Jordan, and Art Ager.

The party broke up at the halfway point when Billesbach and Von Doymi spun at the hairpin. Von Doymi's Zink dropped down the charts while Billesbach's Caldwell clipped the wall and retired with a bent trailing arm.

The incident allowed Cherry, Milner, and Schalansky to break away. The Phenix driver lost contact and settled into fifth for the duration. Milner eventually pulled out a few seconds advantage to place third. ■

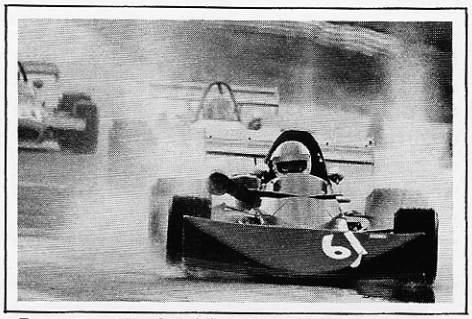


Antoni Cortes Photos

F/Vee winner Stu Fisher

Sears Point F/Vee National
April 6, 1975

1. Stu Fisher, Lynx.
2. Bob Booth, Cheetah.
3. Brent Milner, Lynx.
4. Eric Schalansky, Crusader.
5. Mike Cherry, Phenix.
6. Bill Jordan, Ardvark.
7. Art Ager, Leech.
8. Mike Haigh, KWIC.
9. Ted Rugala, Caldwell.
10. Mike Patton, Lynx.



Don Breidenbach's March 75B

Sears Point F/SCCA

The mixed single-seater event started lively like wild turkey and finished demur like soda water. Jon Milledge's GRD led from the second lap onward to post a 17 second victory.

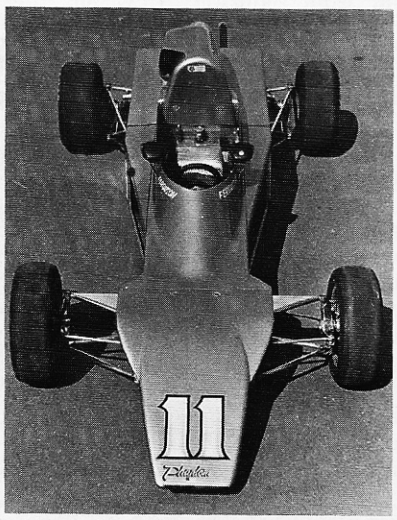
Don Breidenbach's March pushed Milledge hard in the early laps before spinning at the hairpin and resuming in third. He spent the last half of the race reducing Cooper's margin from 11 to 1.7 seconds.

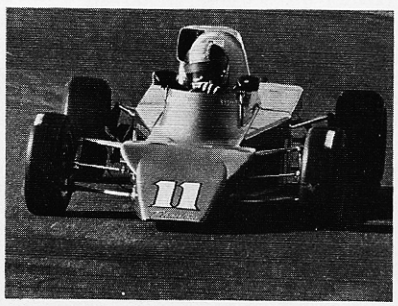
Tom Crowther's March made a fine run from the back row to finish fourth ahead of Jon Norman's Lotus and Gerry Bruihl's Winkelmann. ■

Sears Point F/SCCA National
April 6, 1975

1. Jon Milledge, GRD B73 F/B, 30m 46.73s. (88.52).
2. Bill Cooper, Brabham BT35 F/B.
3. Don Breidenbach, March 75B F/B.
4. Tom Crowther, March 722 F/B.
5. Jon Norman, Lotus 69C F/B.
6. Gerry Bruihl, Winkelmann WDB4 F/B.
7. Bobby Fisher, Chevron B27 F/B.
8. Dick Workman, Lola T-330 F/A.
9. Jerry Demele, Lola T-252 F/SV.
10. Butch Owsley, Rondel Brabham BT38

Phantom

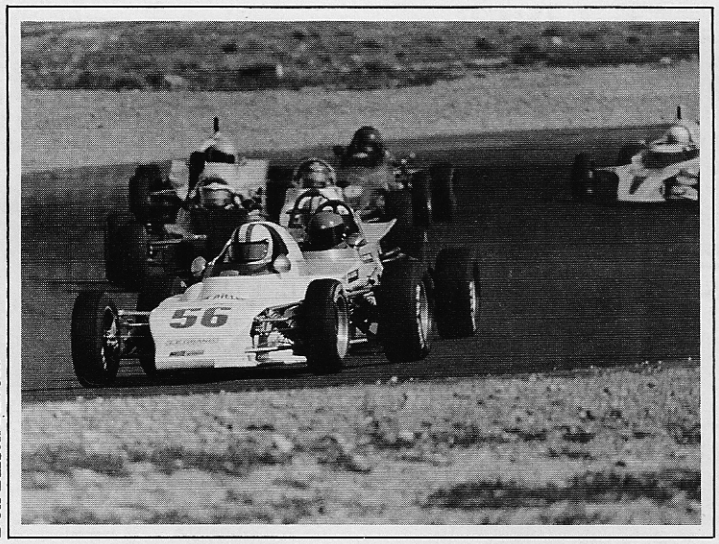




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Don Larsen Photos

Willow Springs

by Ed Pitz

Chuck Pittenger drove the works LeGrand to its first National win at Willow Springs on April 13. The former go-kart champion broke away early in the race and won by four seconds from Richard Shirey's ADF and Dennis Firestone's Crossle.

ENTRY AND QUALIFYING

The third SoPac points meet attracted about 30 entries with only a few coming from the North. Tom Wiechmann returned home with his ADF to await the other NorPac rounds. Bob Earl took over the Phantom as Dick Ferguson is now concentrating on preparing his Super Vee. The Corsa also reappeared but was forced to scratch again due to motor problems.

Qualifying was uneventful as the grid positions were filled in the order listed. In contrast to other meetings this year, the weather remained beautifully sunny throughout the weekend. In these ideal conditions Firestone's record of 1:28.68 was broken by the five top qualifiers.

RACE

The grid formed up with little drama, Firestone sporting a rebuilt engine after it had gone off on Sunday morning. Mike Hiss took the initial lead followed by Tim Cox, Chuck Pittenger, Richard Shirey, Johnny Kastner, Dennis Firestone, David Bruns, Rick Ricketts, Bill Pugh, Billy Scyphers, and Ken Hedman.

The LeGrand moved in front on the third lap and quickly moved away from the furious dispute. Hiss spun on the fifth tour which left nine cars covered by three seconds. The order at this stage was Pittenger, Ricketts, Firestone, Shirey, Bruns, Cox, Pugh, Kastner, Scyphers, and Hedman. Further back came another scrap between Nicolosi, Benton, Bennett, and Kaplan.

Several cars had already dropped out. Mike Hull suffered a broken halfshaft on the first lap. Richard Eshleman's Merlyn sprang a severe oil leak. Steve Leedy broke his gearbox while Brad Lovette's engine quit mysteriously; after the race, it ran perfectly.

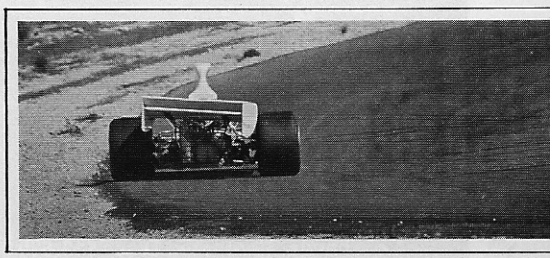
Around half-distance, several incidents reduced the number of contenders. Bruns overcooked it at turn one and resumed in 15th place, Pugh's Dulon lost its bodywork and quit after clipping Cox' Zink in front of the pits. Kastner stopped with a rock in the carburetor and was joined by Hiss whose engine had lost its horses.

Pittenger maintained his margin to the end for his first National win in three years. Shirey drew clear of Firestone on the next to the last lap to place second. Ricketts was a few seconds further back in fourth followed by Cox' ill-handling machine.

Bill Scyphers captured the final point while Ken Hedman was overhauled by a hard-charging Bruns on the final go-round. John Benton took the verdict in his dice with Nicolosi for tenth behind Bennett. ■

Willow Springs National F/Ford
April 13, 1975

1. Chuck Pittenger, Shankle LeGrand Mk 13.
2. Richard Shirey, Flat Out Promotions/ NGK ADF.
3. Dennis Firestone, Pacific Crossle 30F.
4. Rick Ricketts, TP Racing MRE.
5. Tim Cox, Cox Racing Zink Z-10.
6. Billy Scyphers, Tom Gloy Engines Lola T-340.
7. David Bruns, Moter West Magazine ADF.
8. Ken Hedman, Hedman Hedders Merlyn Mk 25.
9. Noel Bennett, Bennett Lola T-340.
10. John Benton, Formula Magazine Lola T-340.





(ABOVE) McKitterick's crippled Chevron (BELOW) F/B winner Tom Crowther

F/SCCA National

Dick Workman's F/A Lola won the F/SCCA grind from a large and select field. Workman took the lead on the sixth lap after Skeeter McKitterick's Chevron retired with mechanical problems.

Tom Crowther's March won the F/B class while taking second just ahead of John Benton whose F/A Lola was suffering tire problems. Jim Hall's March ousted Archie Snider's GRD on the 12th lap to place fourth overall.

The race was marked by several incidents. Richard Paul's pole-winning March was punted off on the first lap by Bill Cooper's Brabham which retired later on after another incident. Ex-F/Ford driver Ray Stephens, driving the ex-Ongais Lola T-300, suffered a broken wheel at turn

six and spun off into the desert, ending an outstanding performance that saw him running third in his first F/A ride.

Don Breidenbach's March failed to start after suffering a flat tire at speed during qualifying; the resultant excursion and damage forced him to scratch along with Mickey Fowler's F/A McLaren which suffered mechanical problems. ■

Willow Springs National F/SCCA

1. Dick Workman. Lola T330 F/A.
2. Tom Crowther, March 722 F/B.
3. John Benton, Lola T332 F/A.
4. Jim Hall, March 722 F/B.
5. Archie Snider, GRD 273 F/B.
6. Marc Bahner, Brabham BT29 F/B.
7. Steve Jizmagian, March 722 F/B.
8. Mike Rocke, Rondel Brabham BT38 F/B.
9. Frank Monise, Jr., Brabham BT29 F/B.
10. Terry Visger, Lola T252 F/SV.

F/VEE

Where have all the Vees gone? In the thinnest Vee field in recent memory only fourteen cars practiced, thirteen started the race, and nine of those stayed around for the checkered in a highly eventful eighteen laps.

Mike Billesbach's Caldwell led wire to wire after a turn one accident on the second lap broke up the field. Dick Murray's Zink and Tim Kuykendall's Zinkarella were eliminated while Mike Cherry's Phenix eventually retired after a couple of pit stops.

Brent Milner's Lynx capped a hard day by taking second place. Milner's engine had broken on Sunday morning but Billesbach kindly offered the Lynx driver his spare motor.

In one of the best dices of the weekend, Dick George's Zeitler and Mike Haigh's Kwic kept up a running battle for third. George's final effort just did the trick; the timers gave him third but were unable to separate the two cars on the watches. ■

Willow Springs National F/Vee
April 13, 1975

1. Mike Billesbach, Caldwell D-13.
2. Brent Milner, Lynx.
3. Dick George, Zeitler.
4. Mike Haigh, Kwic.
5. Stan Townes, Zink.
6. Don Lyons, RCA.
7. Alan Bonsteel, Lynx.
8. Tom Noon, Beach.
9. Don Halwes, Predator.
10. Charlie Young, Autoweak.*

*Not running at finish.

Formula Ford Grid

BILL PUGH Dulon LD4 1:27.930	**MIKE HISS** Lola T-342 1:27.942
RICHARD SHIREY ADF 1:28.247	**CHUCK PITTENGER** LeGrand Mk 13 1:28.317
DAVID BRUNS ADF 1:28.677	**TIM COX** Zink Z-10 1:29.067
DENNIS FIRESTONE Crossle 30F 1:29.107	**RICK RICKETTS** MRE 1:29.142
JOHNNY KASTNER Merlyn Mk 25 1:29.236	**BILLY SCYPHERS** Lola T-340 1:29.790
MIKE HULL Titan Mk 6C 1:30.108	**KEN HEDMAN** Merlyn Mk 25 1:30.830
JOHN BENTON Lola T-340 1:30.910	**STU HANSSEN** Merlyn Mk 24 1:31.180
KEN KAPLAN Dulon MP15B 1:31.511	**BRAD LOVETTE** Dulon MP15/17 1:31.812
WES MARUMO Crossle 25F 1:32.039	**BILL FICKLING** Royale RP 16 1:32.042
ED FREUTEL** Lola T-340 1:32.326	**NOEL BENNETT** Lola T-340 1:32.488
RICK PARONELLI* Corsa 1:32.616	**PHIL CALIVA** Lola T-340 1:32.677
SAM NICOLOSI Merlyn Mk 25 1:32.684	**HECTOR VASQUEZ** MRE 1:33.292
KEN SHARP Merlyn Mk 24 1:33.736	**STEVE LEEDY** Merlyn Mk 11A 1:33.774
MIKE CHOQUETTE* Titan Mk 6 1:33.951	**RICH ESHLEMAN** Merlyn Mk 11A 1:34.271
BOB KINDRED Lola T-204 1:34.325	**JON ROGERSON** Royale RP 16 1:35.129
DENNIS RITCHIE* Merlyn Mk 25 1:35.273	**DICK GAMBLE** Merlyn Mk 11A 1:36.662
MILT SEROPAN Merlyn Mk 24 1:38.390	

* Non-starters
** Started on back row

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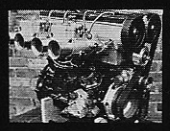


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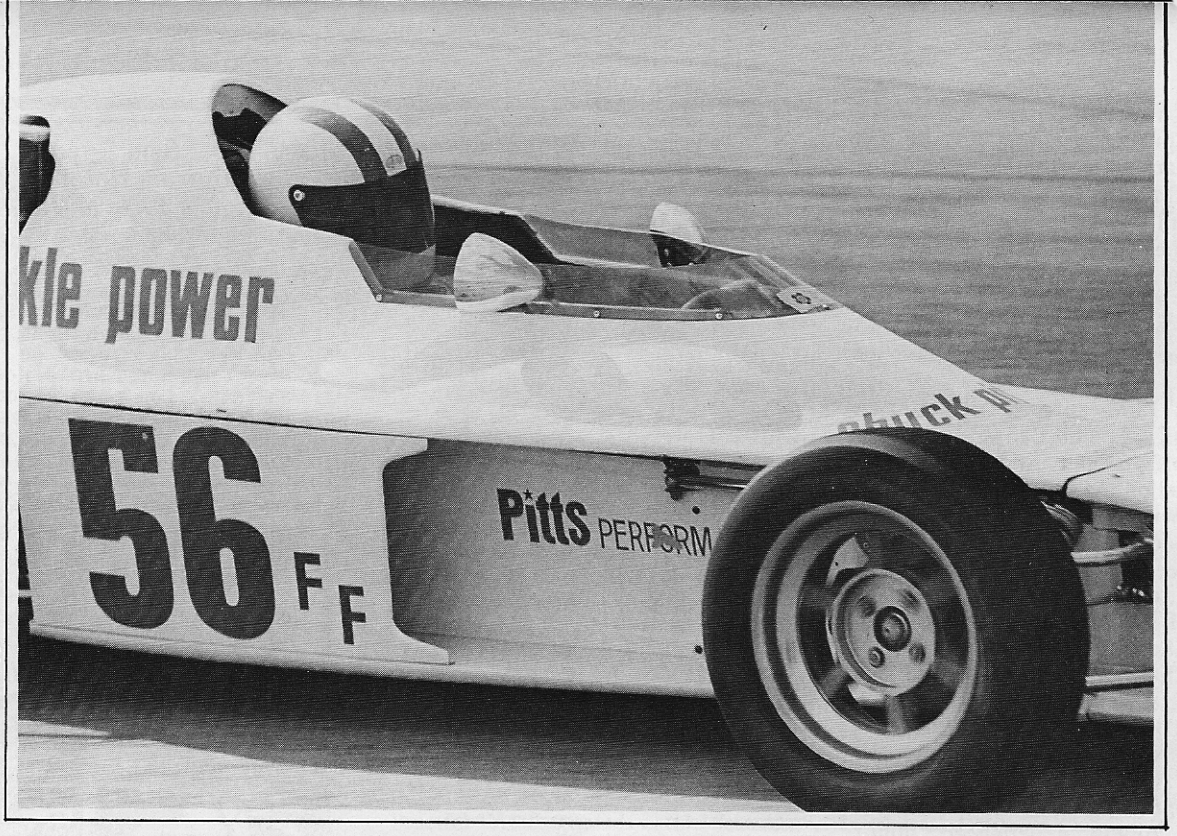
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Don Larsen Photo

Las Vegas Pro Races

by Ed Pitz

As far as Formula Ford racing in Nevada is concerned, Chuck Pittenger still holds the odds. The man who dominated the IMSA events here a couple of years ago drove his works LeGrand to a convincing win at the Formula Ford Racing Association's professional race March 30, at the Las Vegas International Speedrome.

Run in conjunction with a local stock car event, the meeting was sponsored by Sam Boyd's California Hotel and Casino and sanctioned by the Las Vegas Speedrome Association. The LVSA in conjunction with the FFRA are planning two or possibly three more events to be held sometime after September. The purse was small, but those who were present enjoyed themselves and said they would return for the next round.

HEAT ONE

On the pole for the first heat was Chuck Pittenger who was intent on continuing his domination of Las Vegas road racing. With a new motor and brakes in his LeGrand, Chuck reduced the lap record to 57.8 seconds.

Johnny Kastner's Jim Russell Merlyn tied the old mark of 58.5s. while Sam Nicolosi in his Merlyn MK 25 was the last sub-minute runner at 59.9s. Phil Caliva's Lola T-340 was timed at 60.3s. Rick Miller posted 60.6s. as he steadily oriented himself with his new Lola T-342. Ed Freutel's Lola T-340 clocked 61.4s. after a persistent misfire was cured by changing everything. Dave Stewart's Lola was .1s. behind and composed the fourth row with Alex Basail, a 24-year-old Air Mexicana co-pilot having his first race in a Russell Merlyn. Tennyson Kwok's Titan and Dick Gamble's Merlyn MK 11 completed the lineup for the 15 lapper.

What a start! Pittenger and Kastner indulged in a drag race which became a three-way affair when Nicolosi came charging up on the nearside of the LeGrand; Sam almost pulled it off but settled into third behind Pittenger and Kastner.

Kastner held on grimly until the sixth lap when he spun back to third behind Nicolosi. He quickly erased the four second gap to the Merlyn and it seemed a foregone conclusion. Nicolosi, however, was intent on staying where he was and a terrific battle ensued as Sam held off his driving school instructor with a deft display of door-slamming. Kastner slipped ahead on the final tour only to be foiled by a backmarker on the last corner and Nicolosi slipped by to take second.

Caliva had amused everyone else by spinning on the first lap but the Lola driver, with Rick Miller in tow, regained his fourth place at the halfway mark. Freutel ran all alone in sixth ahead of Kwok, Stewart, Basail, and Gamble.

HEAT TWO

The second heat provided action of another sort. Mike Hull's Titan captured the pole at 58.2s. which was a second quicker than Tim Cox' Zink. Running better than ever, Bob Bradshaw's Merlyn posted 60.1s. Also in the 60s. bracket were Dwight Hampton's Merlyn and Steve Rzesnowiecky's Brabham.

Steve R. was delayed with starter problems on the pre-grid but, in retrospect, it was more good luck than bad. Cox took the initial lead only to spin in the first turn; Bradshaw cartwheeled over the sagebrush while Hampton and the Merlyns of Jeff Tousley and Dave McCune also spun in avoidance. Bradshaw walked away from the accident and the others rejoined the field, which had been stopped by the red flag.

The single-file restart scattered the ten survivors all around the track, so the pace car was sent out after another red flag, this time with more satisfying results. Hull led all the way despite suffering a dud clutch after air leaked into a hydraulic line. Cox quickly jumped from seventh to second and provided some tension by cutting Hull's advantage from eight seconds to two at the finish.

Fred Greenfield drove well to place third, his Lola fighting off a late challenge from Dwight Hampton. McCune finished fifth ahead of Bob Vella's Lotus, Jeff Tousley's Merlyn, Al Stanchfield's Elden, and Steve Rzesnowiecky. Charlie Wright held third initially but ran out of gas on the second lap.

MAIN EVENT

Pittenger lead from wire-to-wire in the

33 lap final although Kastner maintained a vigorous pursuit, running one or two seconds in arrears for much of the race and finally finishing five seconds down.

Mike Hull ousted Nicolosi for third place on the ninth round, the Merlyn driver coping with failing tires and loss of gears. Hull managed to cut several seconds off Kastner's advantage but too many untimely backmarkers negated his effort.

Tim Cox' Zink captured fifth after an early challenge by Phil Caliva. The Lola's tires went off gradually and he lost sixth to Ed Freutel on the 24th lap.

Charlie Wright and Rick Miller came from the back row to take eighth and ninth, respectively. McCune, recovering from a spin, edged Kwok for tenth place on the final lap while Gamble and Vella completed the list of finishers.

All of the retirements came in the early laps. Hampton's race ended with a flat tire. Tousley spun, modifying his Merlyn against the drag strip timing shack at turn six. Alex Basail spun when a hose broke and sprayed boiling water down his back; the rookie experienced minor burns. Stewart coped with a cracked brake rotor but gave up after the throttle stuck open. Stanchfield was stymied by a high speed misfire while Greenfield also suffered mechanical problems. ■

Formula Ford Grid

MIKE HULL Titan Mk 6C	CHUCK PITTENGER LeGrand Mk 13
TIM COX Zink Z-10	SAM NICOLOSI Merlyn Mk 25
FRED GREENFIELD Lola T-202	JOHNNY KASTNER Merlyn Mk 25
DWIGHT HAMPTON Merlyn Mk 20A	PHIL CALIVA Lola T-340
DAVE McCUNE Merlyn Mk 20A	RICK MILLER Lola T-342
BOB VELLA Lotus 61	ED FREUTEL Lola T-340
JEFF TOUSLEY Merlyn Mk 25	TENNYSON KWOK Titan Mk 6
AL STANCHFIELD Elden Mk 8	DAVE STEWART Lola T-340
S. RZESNOWIECKY Brabham BT 18	ALEX BASAIL Merlyn Mk 25
CHARLIE WRIGHT Zink Z-10	DICK GAMBLE Merlyn Mk 11

Sam Boyd's California Hotel & Casino Twin 100's March 30, 1975

1. Chuck Pittenger, LeGrand Mk 13, $248.00
2. Johnny Kastner, Merlyn Mk 25, $176.00
3. Mike Hull, Titan Mk 6C, $135.00
4. Sam Nicolosi, Merlyn Mk 25, $82.00
5. Tim Cox, Zink Z 10, $59.00
6. Ed Freutel, Lola T-340, $41.00
7. Phil Caliva, Lola T-340, $31.00
8. Charlie Wright, Zink Z 10, $25.00
9. Rick Miller, Lola T-342, $19.00
10. Dave McCune, Merlyn Mk 20A, $14.00



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BRICKLIN 150

by Ronnie Allyn

Indianapolis 500 winner Johnny Rutherford must have been having second thoughts as he traveled to Phoenix for the Bricklin 150 USAC Championship Car race at Fastrack International Speedway.

The one mile paved track had never been kind to the 37-year-old Team McLaren pilot. In fact going into the March 16th event he had only finished five races at the track in 18 starts over the past 12 years.

In six of those non-finishes he had crashed, once burning his hands quite badly. Phoenix just wasn't his track, as his best finish in those 18 previous appearances was a fourth in the Fall of 1969.

He also had to be wondering about the new color scheme of his McLaren/Offy. Gone was the traditional McLaren orange, and replacing it was the green and white colors of Gatorade, his new sponsor. After his non-finish in the California 500 the previous Sunday, he had to be wondering if that green was really bad luck, as most oval track racers have believed for more than half a century.

But some things were looking up for Rutherford. Four days before the race he had celebrated his 37th birthday, and he was back in his "lucky" McLaren, the same car he had wheeled into Victory Circle at Indianapolis.

PRACTICE & QUALIFYING

Practice runs started early Saturday morning, but like Ontario, the field was on the short side. Missing were USAC National Champion Bobby Unser, and former Indianapolis 500 winners Mario Andretti and Al Unser.

Only 18 cars were on hand when qualifying got under way late in the afternoon, and one of those (Salt Walther's McLaren/Offy) was out with a burned piston.

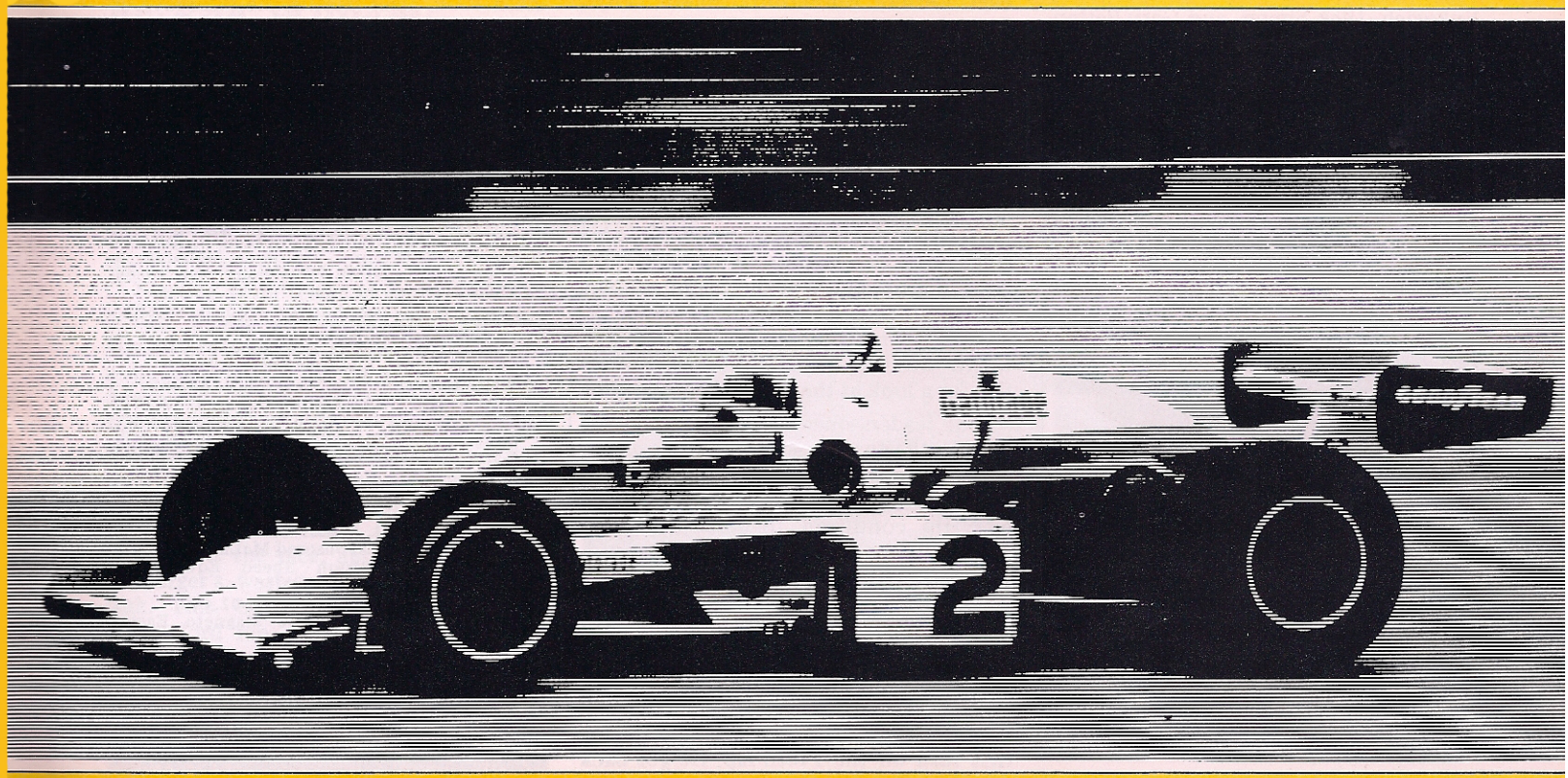
Gordon Johncock's one lap track record of 25.05 (143.713 mph) was on the line. Early qualifiers Pancho Carter and Dick Simon didn't come close to it, then Rutherford took to the track and recorded a 25.50. Johncock was the seventh qualifier, and turned a 25.47 in his Sinmast Eagle.

But everyone was waiting to see what California 500 winner A.J. Foyt had up his sleeve. Driving the year old Coyote/Foyt V8 that Rick Muther ran at Ontario, Foyt wasn't as quick as he had been in the California race. He turned in the day's third best time of 25.87, and the battle for the pole was over.

The rest of the field circled the track, but none came near Johncock's pole winning speed of 141.343 mph. Rookies Chuck Gurney in the Crower Cams/Eagle-Chevy V8, and Tom Frantz in an ancient Lola/Chevy made the field. Frantz's speed was 35 mph slower than Johncock's.

USAC officials huddled with track

Johnny Rutherford's winning Gatorade McLaren.



owners and announced that three other cars would be added to the field. Walther would have his car repaired, A.J. Watson would unload his second Agajanian/Lodestar Eagle from the truck for George Snider, and Cobre Tire would try to get Lee Kunzman's Eagle ready for the race (something they were unable to do).

"You can win this race from anywhere," commented the pole winning Johncock. "I'd just as soon be starting in the front though. That way if anything happens back in the pack you're clear and don't have to worry about going through all that traffic right away. I expect to take the lead at the start. Johnny (Rutherford) is usually a little slow coming off the line."

RACE

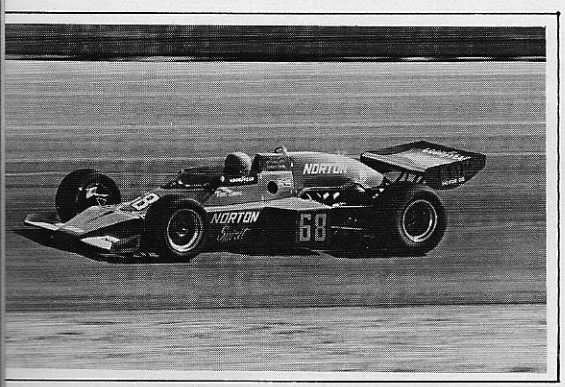
As the 19 car field (five less than the maximum allowed under USAC rules) roared into the first turn on Sunday, Johncock must have been eating his words. Rutherford out dragged him and led the pack, pulling fourth place starter Tom Senva into second, and leaving Johncock in third as they finished the opening lap.

With a busload of Gatorade V.I.P.s on hand, Rutherford led the pack, while Johncock moved to second on the third lap. One lap later the first car was out as Tom Frantz pitted with handling problems. The first yellow of the race waved on the fifth lap when Bob Harkey spun the Joe Hunt Magneto Gerhardt/Offy coming out of the first turn.

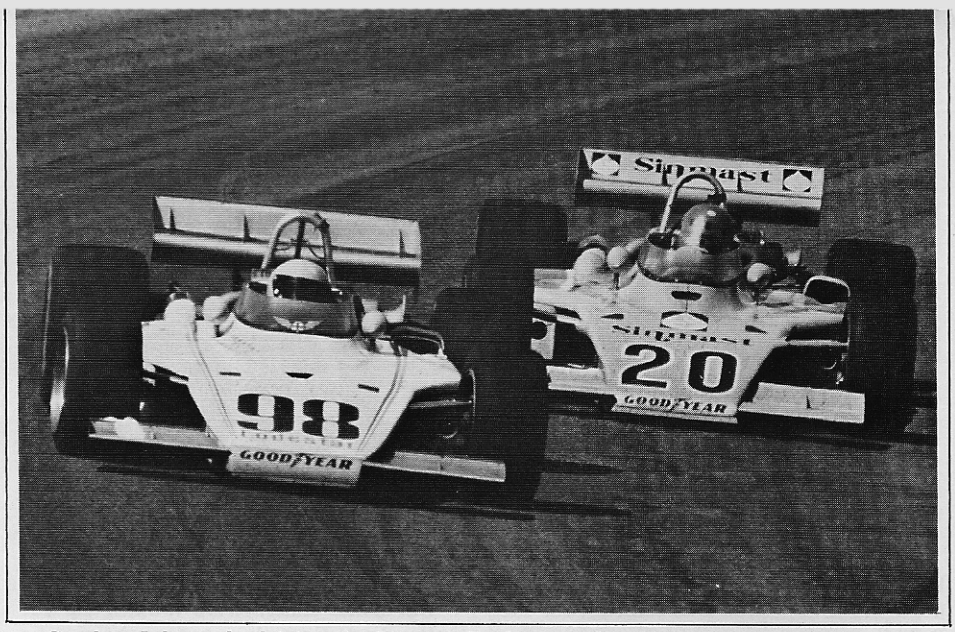
At the end of the first ten circuits, Rutherford led by a narrow margin over Johncock, Sneva, Foyt, Wally Dallenbach, Pancho Carter, Steve Krisiloff, Billy Vukovich, Dick Simon, and Gary Bettenhausen.

The front runners started to lap cars just after the 20 mile mark. Johncock took full advantage of this and moved in on Rutherford. They ran side by side for several laps as they threaded their way around the backmarkers.

The 12-year-old track began to show its age and need for a repaving job just after lap 30. A pothole began to develop coming into the dog-leg on the backstretch. It was just outside the groove, but the constant pounding of the 800 horse power machines was shaking the surface apart and throwing debris on the track.



Penske shoe, Tom Senva finished 7th in the Norton Spirit McLaren.



Phillip Salazar Photos

Gordon Johncock, driving the Sinmast Eagle overtakes Steve Krisiloff on his way to second place.

USAC officials wisely brought out the yellow flag, while track crews rushed to sweep the loose surface off the track. The leaders immediately rushed to the pits. Second year Champ Car driver Pancho Carter stayed on the track and took the lead. His crew chief, Gary Bond, was gambling on another yellow flag, later in the race. This had worked for Mike Mosley last year, and he had won. But it backfired for Carter.

When the green waved, Johncock and Rutherford started to move in on the new leader. Johncock took command on the 47th lap, and at one-third distance led over Carter, Rutherford, Sneva, Foyt, Dallenbach, John Martin, Vukovich, Krisiloff, and Bettenhausen.

Rutherford moved past Carter for second, and Carter pitted on the 64th lap, missing his pit, and losing extra time on the green flag stop. Tire problems started to show on the 76th lap when Dallenbach came into the pits with a flat right front.

Sneva lost his Norton Spirit McLaren going into the backstretch on the 78th lap and spun, but kept the engine running and continued. As this was at the point on the track where the pothole was, USAC officials brought out the yellow flag for a look at the track condition.

The leaders once again rushed to the pits; Rutherford passed Johncock on pit road to take the lead for one lap, then Johncock retook the lead as he exited the pits. He continued to lead under the yellow, but when the green waved, Rutherford moved in to challenge.

He took command on the 89th lap, and from then on was never challenged. Johncock stayed a close second with Foyt running third.

Tire problems again came up as Johnny Parsons cut one and spun in the first turn on the 140th lap. He got back to the pits and restarted, but Dick Simon stalled under the yellow in the first turn, keeping the pace slowed until the 146th lap, when the green waved again.

The final charge to the finish failed to materialize as Rutherford had plenty of steam left and held off Johncock's challenge. Foyt had his right front tire go flat on the 148th lap, and he made a quick stop at the pits for a new Goodyear. He returned to the race and still finished third.

Behind Rutherford, Johncock, and Foyt at the checkered came Vukovich, Krisiloff, Dallenbach, Sneva, Carter, Mosely, and Bettenhausen. A surprising 15 of the 19 starters were still running at the finish including Gurney in the stock-block Chevy in the 15th spot. For the first time in Phoenix history, not one crash took place during the two days of practice, qualifying, and the race, although there were several spins. ■

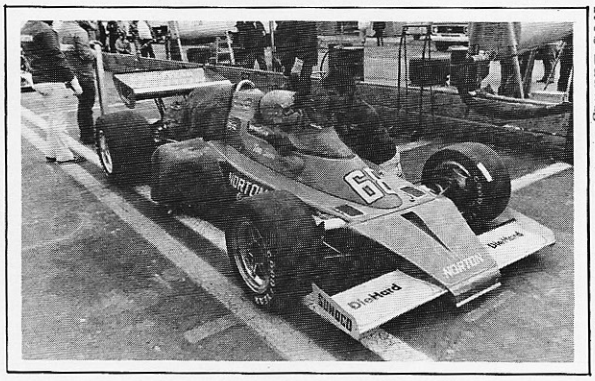
OFFICIAL RESULTS
BRICKLIN 150, FASTRACK
PHOENIX, ARIZONA

1. Johnny Rutherford, Gatorade McLaren, 1 hour 21 minutes 06.12 seconds, Avg. speed 110.971 mph, $9,542.
2. Gordon Johncock, Sinmast Wildcat, $5,692.
3. A. J. Foyt, Gilmore Coyote, $3,792.
4. Bill Vukovich, Cobre Tire Eagle, $2,942.
5. Steve Krisiloff, Lodestar Eagle, $2,792.
6. Wally Dallenbach, Sinmast Eagle, $2,492.
7. Tom Senva, Norton Spirit McLaren, $2,117.
8. Duane Carter, Jr., Cobre Tire Eagle, $1,967.
9. Mike Mosley, Sugaripe Prune Eagle, $1,892.
10. Garry Bettenhausen, Thermo-King Eagle, $1,817.
11. Al Loquasto, Frostie Root Beer McLaren, $1,742.
12. Johnny Parsons, Vatis Spl. Finley, $1,667.
13. John Martin, Unsponsored McLaren, $1,592
14. Dick Simon, Moon Speed Equipment, $1,517.
15. Chuck Gurney, Crower Cams, $1,442.
16. Bob Harkey, Joe Hunt Magneto Eagle, $1,367.
17. Salt Walther, Dayton Walther McLaren, $1,292.
18. George Snider, Lodestar Eagle, $1,217.
19. Tom Frantz, Spirit of Idaho, $1,142.



John De Garmo Photo

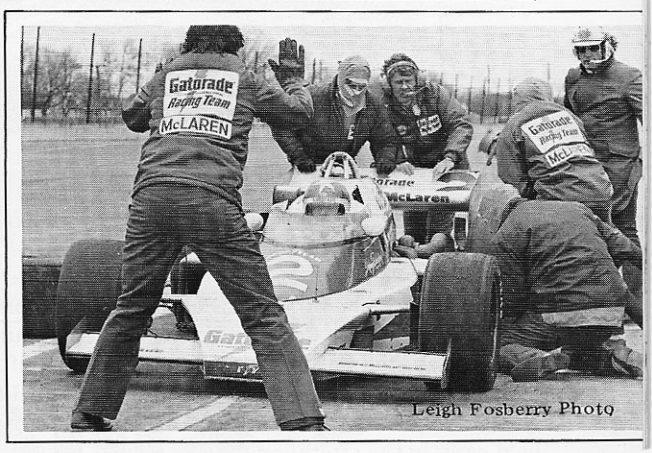
(LEFT) A familiar view for most of A. J.'s competitors. (BELOW) Sneva "won" the pole.



Rob Ladwig Photos



John De Garmo Photo



Leigh Fosberry Photo

(LEFT) A. J. in victory circle after his 50th USAC victory. (ABOVE) 2nd place man Rutherford makes his final stop.

Trenton 200

by Ron Williams

Fifty USAC Championship victories are hard to come by. Just ask A. J. Foyt, who, by winning his twelfth race at Trenton, did just that.

Saturday's qualifying was cancelled because of 30 mph gusts and freezing temperatures. The drivers had to draw for starting positions with Tom Sneva getting the long straw for the pole.

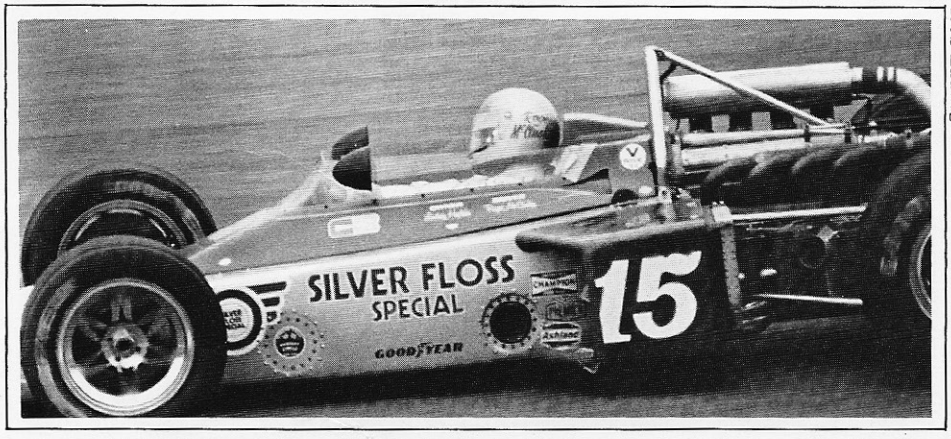
Starting from tenth spot, A.J. finished nearly a lap ahead of the Gatorade McLaren of Johnny Rutherford. In winning, Foyt led all but 34 of the 134 laps, Sneva led for 22 circuits while Rutherford got black flagged in the early stages because of smoke coming from the exhaust. There was no sign of oil so the McLaren was allowed to continue.

The Offy continued to puff smoke throughout the race; apparently the turbocharger's wastegate developed a small leak. This, coupled with the fact that Rutherford ran out of fuel and had to coast into the pits from turn four, made certain he would not be in a position to challenge for the lead.

Mike Mosley, in the Sugaripe Prune Special held on for third place after starting from the front row next to Sneva. Steve Krisiloff had drawn the ninth starting slot for his Lodestar Eagle/Offy and was able to maintain a good pace and was rewarded with $3777 for his fourth place, three laps behind A.J. Also three laps down were Wally Dallenbach, Sinmast Eagle, and Tom Sneva in Roger Penske's Norton Spirit McLaren.

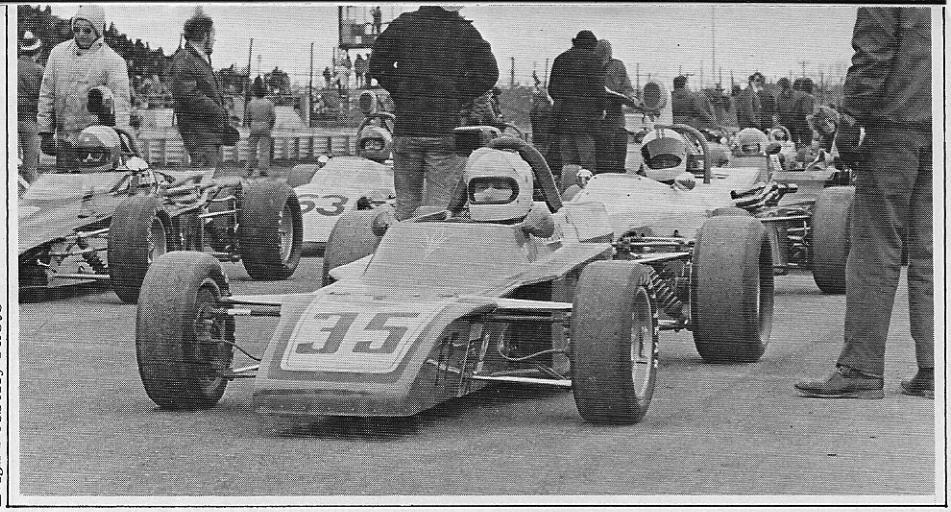
Next up came Roger McClusky who was followed by Dick Simon in 8th place with John Martin's unsponsored McLaren taking the last spot, eleven laps off the pace.

A. J. Foyt now has his eyes on Indy. He has a new car which he thinks might take him to an unprecidented fourth Indianapolis 500 victory. ■



Rob Ladwig Photo

Former USAC Champ Roger McClusky drove his three year old McLaren to 7th place.



Leigh Fosberry Photo

Tim Evans' winning Zink.

Trenton Pro

by Ron Williams

Road racing formula cars on an oval track? Yes! The Formula Fords overcame cold 30 degree weather and winds gusting over 40 mph, and USAC fans asking the question, "What are Formula Fords?".

Saturday, the Fords were the only cars allowed on the track due to the extremely high winds. Two practice sessions were held early in the afternoon with two qualifying sessions later in the day.

Tim Evans, of Northville, Michigan, put the Stephen Lathrop Zink 10 on the pole with a time of 43.0 sec. and an average speed of 125.581 mph! John Schneider from Ohio was next up in a Merlyn Mk25 at 44.0s, followed by Bill Hooper, Titan Mk9, and Oma Kimbrough, Lola T-340. Fifth on the grid with an average speed of 121.621 mph was Myron Kaplan's Titan Mk9. Bruce MacInnes, B.J. Swanson, Lynn Angelone, Rick Bell, and Dolf Battifarano rounded out the top ten qualifiers.

Starting at 4:05 PM, after the USAC event on Sunday, the 32 car grid took the green flag only to have six cars eliminated in a first lap incident, necessitating a red flag to stop the race. Those eliminated were John Schneider, Bill Hooper, Tom Davey, Chris Gleason, Mike Strawbridge, and John Gimbel.

Tim Evans jumped to the lead from the single file re-start and from that point was never headed. Dolf Battifarano moved up from his tenth place qualifying position to secure second place while Bruce MacInnes filled the third spot. Myron Kaplan held fourth place over B.J. Swanson and Paul Tavilla who finished sixth, moving up from eleventh. Rick Bell, Steve Meyer, Oma Kimbaugh, and Mike Gatoff accounted for the rest of the top ten finishers.

Tim Evans collected $700 for his efforts and judging from everyone's reception and the fact that this Formula Ford race drew drivers from as far away as Missouri, the event can only be judged a success. ■

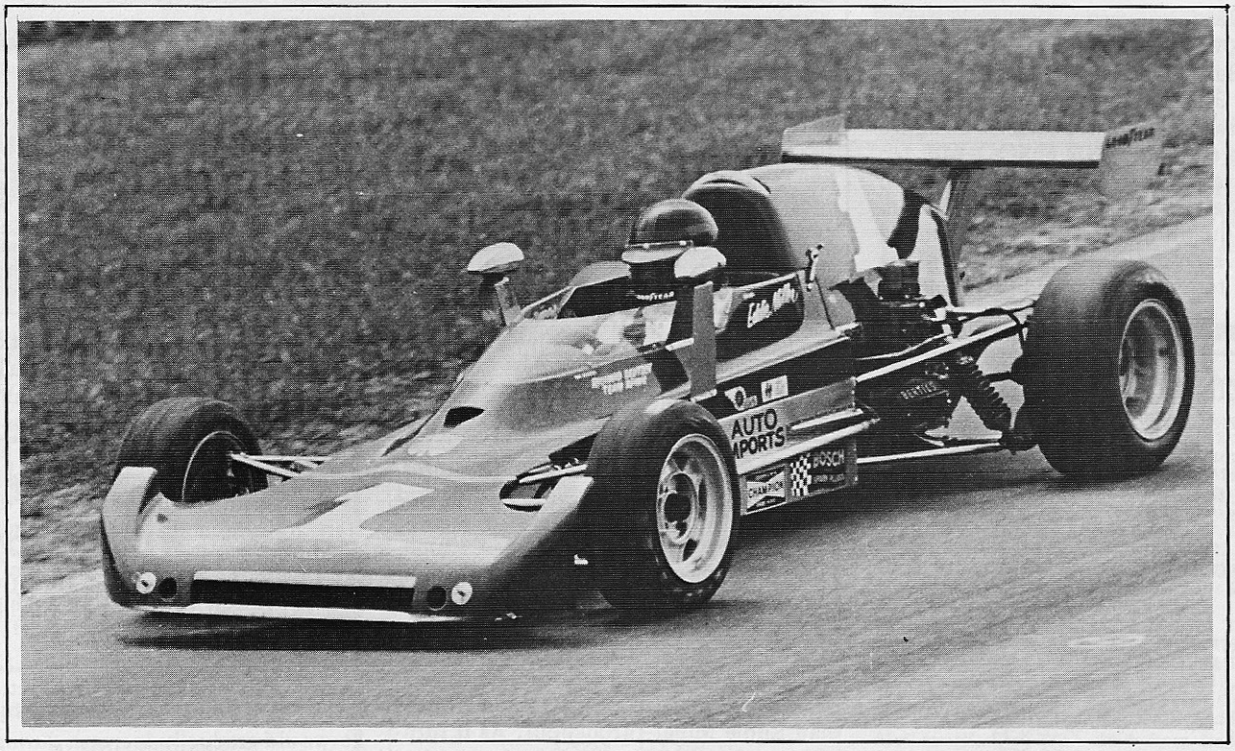
For information on the Eastern Formula Ford Association contact Tom Gaffney at (201) 399-3000.

OFFICIAL RESULTS:

POS.		DRIVER/HOMETOWN	CAR	LAPS	PRIZE MONEY
1.	35	Tim Evans, Northville, Mich.	Lathrop Zink Z-10	40	$700
2.	11	Dolf Battifarano, Wycoff, NJ	Skinner Titan Mk6C	40	350
3.	69	Bruce MacInnes, Liberty, NY	Stimola Race Prep Merlyn	40	200
4.	63	Myron Kaplan, Weehawken, NJ	Ekf Racing Titan Mk9	40	150
5.	32	B.J. Swanson, Bristol, IND	Lathrop Zink Z-10	40	100
6.	3	Paul Tavilla, Chelsea, Mass.	Tavilla Lola T340	39	75
7.	76	Rick Bell, Lakeville, Conn.	Bell Racing Crossle 25F	39	75
8.	48	Steve Meyer, Locust Valley, NY	Meyer Lola T340	39	75
9.	77	Oma Kimbough, Tyrone, Pa.	Kimbough Lola T340	38	75
10.	68	Mike Gatoff, New York, NY	Competition Perf. Mkt. Palliser WDF-3	38	75
11.	19	David Slay, Hazelwood, Mo.	Slay Stewart Racing Challenge Royale RP16	38	50
12.	87	Bill Sucher, New York, NY	Sucher Lola T200S	38	50
13.	96	Emil Assentato, New York, NY	Assentato MRE	38	50
14.	5	Steve Friedman, Cleveland, Ohio	Lathrop Zink Z-10	38	50
15.	28	Joe Sposato, Ridgefield, Conn.	Sposato Motor Racing Titan Mk6C	38	50
16.	62	Tom Gaffney, Westfield, NJ	Gaffers Racing Team Titan Mk9	37	50
17.	43	Ned Owen, State College, Pa.	Owen Titan Mk6C	37	50
18.	6	Paul MacDonald, Carlisle, Mass.	United Van Lines Lola T340	37	50
19.	88	George Macknet, Willingboro, NJ	BM Racing Lotus 61	36	50
20.	93	Lynn Angelone, Somerville, NJ	Angelone Crossle 25F	33	25
21.	96	Earl Schlotterbeck, Hagerstown,Md	Racing Enterprises Caldwell	33	25
22.	13	Bill Braucksick, Cinncinati, Ohio	Adv Design Co. Dulon	31	25
23.	16	Ron Morse, Peabody, Mass.	Synergy Racing Royale RP16	22	25
24.	72	John Higgins, Elizabeth, NJ	Algerson Merlyn 026	20	25
25.	81	Don Findlay, Lafeyette, Ind.	Findlay Titan Mk6C	3	25
26.	0	David Hoover, Riverside, Conn.	Team Broccili Hawke	3	25
27.	39	John Schneider, Amlin, Ohio	Race Quip Merlyn Mk025	0	25
28.	23	Bill Hooper, N.Caldwell, NJ	Hooper Titan Mk9	0	25
29.	1	Tom Davey, Tenafly, NJ	Fast Co. Titan Mk6C	0	25
30.	7	Chris Gleason, Johnston, Pa.	AER Racing Titan Mk9	0	25
31.	71	Mike Strawbridge, Newtown Sq.Pa.	Phillips Ford Hawke DL12	0	25
32.	21	John Gimbel, Cambridge, Mass.	Gimbel Merlyn Mk025	0	25

Formula Ford Grid

TIM EVANS Zink Z10 125.581 mph	**JOHN SCHNEIDER** Merlyn Mk25 122.727
BILL HOOPER Titan Mk9 122.450	**OMA KIMBROUGH** Lola T-340 121.621
MYRON KAPLAN Titan Mk9 121.621	**BRUCE MAC INNES** Merlyn Mk24 121.076
B.J.SWANSON Zink Z10 121.076	**LYNN ANGELONE** Crossle 25F 120.806
RICK BELL Crossle 25F 120.000	**D. BATTIFARANO** Titan Mk6C 120.000
PAUL TAVILLA Lola T-340 120.000	**TOM DAVEY** Titan Mk6C 119.517
STEVE MEYER Lola T-340 119.517	**BILL SUCHER** Lola T-200S 119.517
CHRIS GLEASON Titan Mk9 118.942	**DON FINDLAY** Titan Mk6C 118.942
MIKE STRAWBRIDGE Hawke DL12 118.421	**TOM GAFFNEY** Titan Mk9 118.163
DAVID HOOVER Hawke 118.163	**RON MORSE** Royale RP 16 116.883
MIKE GATOFF Palliser WDF3 116.883	**JOHN GIMBEL** Merlyn Mk25 116.379
JOE SPOSATO Titan Mk6C 115.384	**EMIL ASSENTATO** MRE 114.893
NED OWEN Titan Mk6C 113.924	**STEVE FRIEDMAN** Zink Z10 112.970
GEORGE MACKNET Lotus 61 112.500	**DAVID SLAY** Royale Rp16 112.031
PAUL MAC DONALD Lola T-340 111.570	**JOHN HIGGINS** Merlyn Mk26 110.430
E. SCHLOTTERBECK Caldwell 110.204	**BILL BRAUCKSICK** Dulon 109.980



Winner Eddie Miller in the Haas Lola.

Road Atlanta

Robert Bosch-VW Gold Cup

by Bruce Czaja

Eddie Miller of Vail, Colorado had aquired the nickname "Fast-Eddie" by twice racing his way to the SCCA National Championship in Formula Ford. He lived up to the name at Road Atlanta, in the third round of the Robert Bosch VW Gold Cup Super Vee race on April 20. "Fast Eddie" took the lead at the start and was never headed in the 20 lap, 50 mile race around the hilly Road Atlanta circuit.

ENTRY & QUALIFYING

The entry for Road Atlanta was basically the same as the one at Sebring a month earlier, with the notable exception of Miller, who is now in the Carl Haas Lola, replacing European star Freddy Kottulinsky. A deal has been worked out between Haas, Miller, and Richard Deutsch, (who used to back some of Roy Woods' Indy entries) for the remainder of the season. The Lola T-324 was basically the same car which Haas had entered at Sebring, with only minor detail changes and adjustments to the suspension and wings for improved handling on the 2.5 mile Georgia track.

Bill Scott Racing again had the three new Royale RP-19's for Harry MacDonald, Bill Neuhoff, and John Barringer. Ray Heppenstall had two cars for Richard Melville and Mark Isaacs. Benny Scott was making his second outing in the new Viceroy Lola, while Wilbur Bunce had two Lolas for Howdy Holmes, (who had picked up sponsorship from E-Z Wider Cigarette Papers after his Sebring victory) and leading independent Peter Moodie. Daytona winner Tom Bagley had his Kent Oil Zink, Lee Mueller a Lola, Fred Phillips an Elden, Billy McConnell in the Essex Chemical Tui, and Lou Gigliotti the Budlong Racing Lola. Notable was the absence of Fred Opert's team of three to five cars. No explanation was given as to why they had not entered.

The track was not open for offical practice and qualifying until Saturday. However, many of the teams decided to use the open press day on Thursday to get in some early laps. The cars were quickly running under the old mark, which was set before the cars were fitted with wings. On Friday, the track was open to anyone who wanted to pay the rental fee, which most of the teams in attendance chose to do. No one was really getting on it, as they wanted to simply check gear ratios and suspension settings for the next day's qualifying. Unofficially, Fred Phillips was the fastest in

F/Vee National Champion Harold MacDonald finished 7th in his Bill Scott Royale.

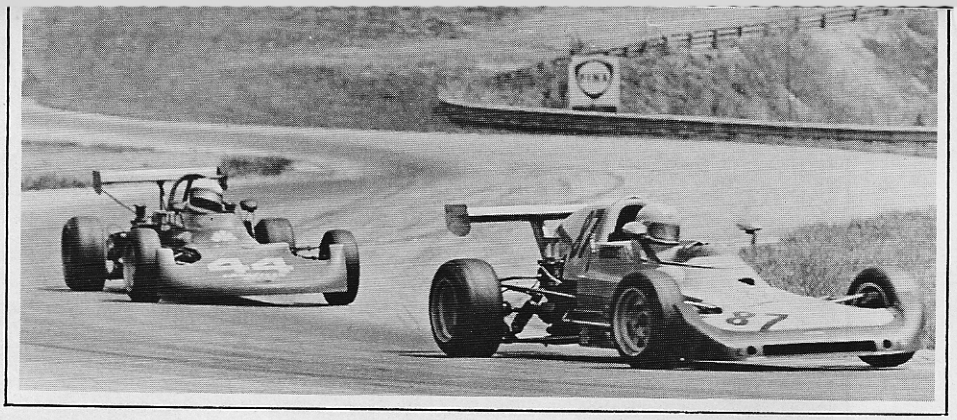


his Elden, just touching the 1:27 mark, slightly over 104 mph.

The Super Vees were the first on the track at 9:00 A.M. for one of their two 45 minute qualifying sessions. In a change from the normal IMSA policy, every lap by every car would be timed during both sessions rather than the normal 20 minutes for qualifying. If you were intending to set a fast time, Saturday morning was the time to do it as conditions were ideal.

STARTING GRID

EDDIE MILLER Lola T324 1:27.461	**FRED PHILLIPS** Elden Mk 14 1:26.842
HOWDY HOLMES Lola T322 1:27.978	**BOB LAZIER** Supernova Tui BH 5 1:27.724
BENNY SCOTT Lola T324 1:29.017	**R. MELVILLE** Lola T324 1:28.413
BILL NEUHOFF Royale RP19 1:29.174	**PETER MOODIE** Lola T324 1:29.161
LEE MUELLER Lola T322 1:29.760	**TOM BAGLEY** Zink Z-11 1:29.389
H. MacDONALD Royale RP19 1:29.927	**B. McCONNELL** Tui BH-5 1:29.860
BILL ALSUP Supernova Tui BH-3 1:30.761	**JOHN HANCOCK** Royale RP 14 1:30.551
J. COLANTINIO Lola T252 1:31.905	**JERRY JOLLY** Lola T324 1:31.829
D. BILLERA Lola T252 1:32.071	**E. MULFORD** Tui BH-3 1:32.003
J. BARRINGER Royale RP 19 1:33.324	**C. SKOPPE** Elden Mk. 14 1:32.371
MARK ISAACS Heppenstall Royale 1:33.504	**R. GROSS** Royale 1:33.498
K. STOWERS Zink Z-9 1:33.955	**J. BERGET** Tui BH-3 1:33.620
G. LYONS Royale RP 14 1:34.164	**RICK BELL** Royale RP 18 1:34.131
RODANER Unknown 1:35.264	**G. BATCHELOR** Lola T320 1:35.040
G.S. OVEL Lola 1:36.233	**J. FRANA** Unknown 1:35.283
F. MARRS Royale 1:37.645	**J. KALAGIAN** Lynx 1:36.338
J. MOLIN Lola 1:40.756	**V. BRUCKMANN** Zeitler 1:40.196
D. WEBBER Unknown 1:44.093	**S. LINDSAY** Tui BH-5 1:43.493
M. YODER Unknown 1:52.379	**R. JAHNZ** Lola T320 1:47.219
L. GIGLIOTTI Lola T322 No Time	**B. LILLQUIST** Lola T322 No Time



The only dice of the entire race was between Peter Moodie (87) and Bill Neuhoff (44) for sixth.

Under bright skies and cool temperatures, the 39 entries tried their luck for grid positions. Phillips again was the fastest, with a time of 1:26.842 for 104.47 mph. The Louisiana native was determined to add the Road Atlanta professional Super Vee laurels to the SCCA amateur crown he won at the track last fall and his qualifying effort showed his determination. He was more than a half second faster than Eddie Miller throughout. As it turned out, the times in the morning session would hold, for none of the top cars were able to better their speeds in the afternoon when the track was quite oily.

Miller's time of 1:27.461 was followed by Bob Lazier's time of 1:27.724. Howdy Holmes pushed his Bunce/E-Z Wider Lola into the fourth spot with a time of 1:27.978. The third row was made up of Melville's Heppenstall and Benny Scott's Lola. Peter Moodie was seventh fastest, with Bill Neuhoff at his side. Tom Bagley and Lee Mueller completed the top ten.

Other than Bagley, who had set his time in the afternoon session after he had missed the morning round, none of the top ten were able to improve their position. There were several minor incidents during the session, with the most serious coming midway through the session at the start-finish line. Mark Issacs spun coming out of turn twelve, directly in front of John Hancock, who had been able to post a time good enough for 13th on the grid. The two came together under the starters stand, with Hancock running into the left rear of Issacs' car as it spun in front of him. Neither driver was hurt, but Hancock's car was damaged enough to put him out of the race. The Heppenstall crew was able to make repairs overnight. Of the top five, only Howdy Holmes had problems when a valve let go in his engine. The Wilbur Bunce crew had a spare, but they knew it was down on power a bit from the one that was in the car. Their optimism, which had carried over from the strong showing at Sebring was beginning to fade.

RACE

The race was not what followers of the Super Vee series have become used to. The top two spots were never in doubt after the first turn of the first lap and there was very little of the usual dicing for the remaining spots. Normally, there are three to five cars running for each of the top five positions, but at Road Atlanta, it just didn't happen.

Eddie Miller got off to an excellent start and nosed ahead of Phillips going into the first turn. By the time the field made it into the esses at turn five, they had strung out into a single file line, with Benny Scott third, Howdy Holmes fourth, Richard Melville fifth, and Bob Lazier sixth. Miller held a fraction of a second advantage over Phillips, a margin he would gradually increase during the 20 lap race. At the finish, Miller held a 7.24 second advantage as Phillips, with his second place position secure, backed off a bit in the last couple of laps when he realized he would be unable to catch the Lola.

In one of the few interesting races of the day, Benny Scott was able to keep Richard Melville out of third for the first three laps, with Howdy Holmes close behind in case either driver faltered. Melville moved into third on the fourth lap when Benny got a little out of shape in one of the tight turns on the back end of the course. The bobble also let Holmes past but only for a lap. By the next circuit, Howdy's car was beginning to smoke and he was only able to hold off the charging Lola for one lap. At that point, Melville held a three second advantage over Scott. Holmes made two more laps in fifth place before pitting. It was discovered that an oil line had broken, which ended his bid for a second victory in a row in the series.

Tom Bagley moved into the spot held by Holmes on the eighth lap and held it for one tour before he too retired. Bob Lazier had settled into fifth place once Bagley and Holmes had done their thing and was able to watch the battles between Scott and Melville in front and Mo Moodie and Neuhoff behind. The Neuhoff dice lasted until the 15th lap as the two fought for sixth place. Moodie held a slight advantage at the mid-point but Neuhoff was gaining ground. He most likely would have caught the Lola except for a spin in turn five. The rounder was not really his fault. For two laps one of the backmarkers had gone by smoking badly and dumping oil all around the track. The corner workers weren't quite on the ball and never bothered to show an oil flag, so when the two cars came by,

with Neuhoff right on Moodie's tail, both slid a bit, with Neuhoff going off the track. He lost some time getting the car straightened around and finished eighth. Moodie was able to hold on to the sixth spot.

Third place was up for grabs as Scott closed on Melville after his slight spin. By the penultimate lap, he was right on the Jamaican's tail pipe. Melville, whose engine had gone off a bit, was unable to hold off the Viceroy Lola, as Benny slipped by to take third at the checkered.

The final order for the top ten showed Miller, Phillips, Scott, Melville, Lazier, Moodie, MacDonald, Neuhoff, Bill Alsup, and Mueller. Jerry Jolly and Chris Skoppe who were 11th and 12th also completed the full 20 laps, with the balance of the 33 car starting field being lapped at least once by Miller.

Eddie averaged 102.49 mph for the race as he picked up 20 points to move him into a tie for third place with Tom Bagley and Howdy Holmes. By virtue of his fourth place finish, Melville moved into the lead in the Robert Bosch VW Gold Cup point standings with 30 points. Fred Phillips moved into second place with 27 points. ■

OFFICIAL RESULTS OF 50.4 MILE IMSA-ROBERT BOSCH VW GOLD CUP AT ROAD ATLANTA, GAINSVILLE, GA.
Sunday, April 20, 1975
Run Over 2.5 Mile Course
(20 Laps)

1. Eddie Miller, Lola T324,20,$2500. **2. Fred Phillips,** Elden Mk 14, 20, $1500. **3. Benny Scott,** Lola T324, 20, $1000. **4. Richard Melville,** Lola T324, 20, $800. **5. Bob Lazier,** Supernova Tui, 20, $600. **6. Peter Moody,** Lola T324, 20, $500. **7. Harry MacDonald,** Royale RP19, 20, $450. **8. Bill Neuhoff,** Royale RP19, 20, $350. **9. Bill Alsup,** Tui, 20, $300. **10. Lee Mueller,** Lola T322, 20, $250. **11. Jerry Jolly,** Lola T324, 20. **12. Christian Skoppe,** Elden Mk14, 20. **13. Kirk Stowers,** Zink Z-9,19. **14. Bob Lillquist,** Lola T322, 19. **15. Rick Bell,** Royale RP18, 19. **16. John Barringer,** Royale RP19, 19. **17. Domenick Billera,** Lola T252, 19. **18. George Batchelor,** Lola T320, 19. **19. John Kalagian,** Lynx, 19. **20. Galen Lyons,** Royale RP14, 19.**21. Jon Batchelor,** Lola, 19. **22. G. Scott Ovel,** Lola, 19. **23. Rick Gross,** Royale, 18. **24.* Billy McConnell,** Tui, 14. **25.* Tom Bagley,** Zink Z-11, 9. **26.* Mark Isaacs,** Heppenstall, 9. **27.* John Berget,** Tui BH3, 9. **28.* Howdy Holmes,** Lola T322, 8. **29.* Joseph Molin,** Lola, 8. **30.* Shelton Lindsay,** Tui BH5, 5. **31.* Frank Harmstad,** Lola, 5. **32.* Lou Gigliotti.**

*Not running at the finish.

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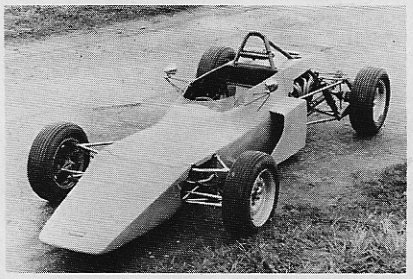
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