

FORMULA

Vol. 2 No. 5 June 1975 One Dollar

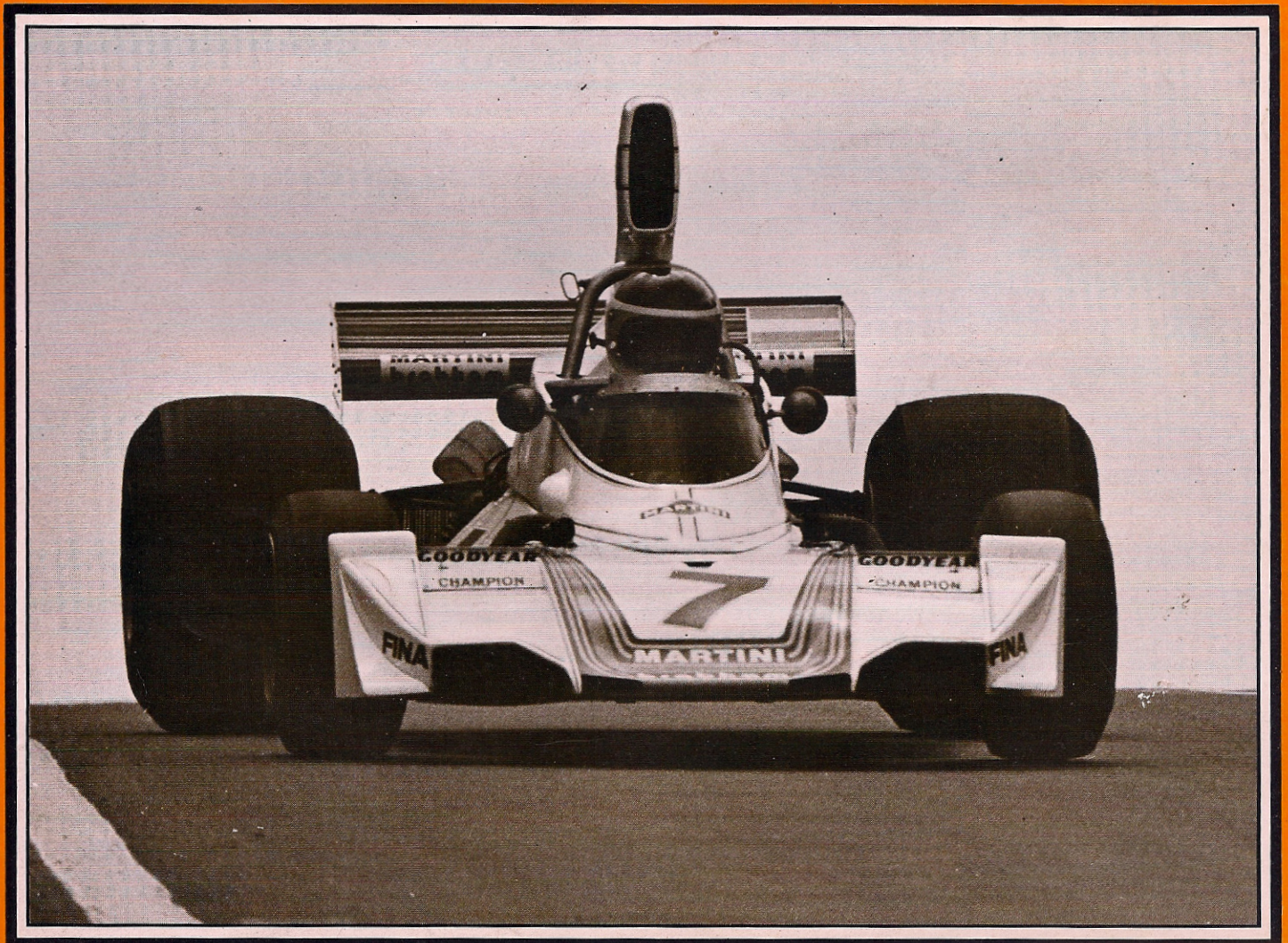
Dan Gurney Today



Pocono F-5000 Rain Out



Spanish Grand Prix



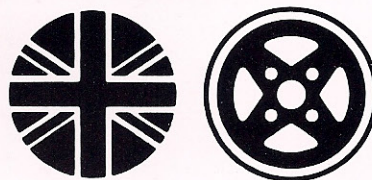
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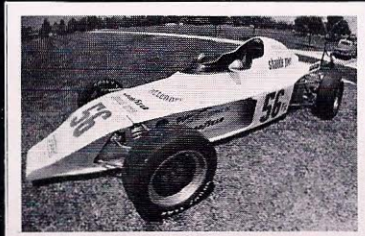
FORMULA

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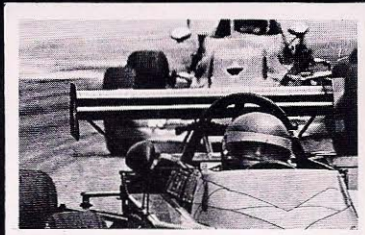
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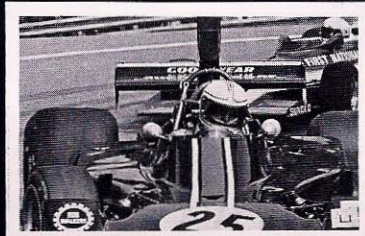
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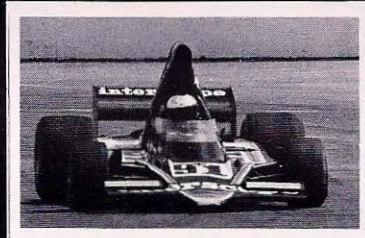
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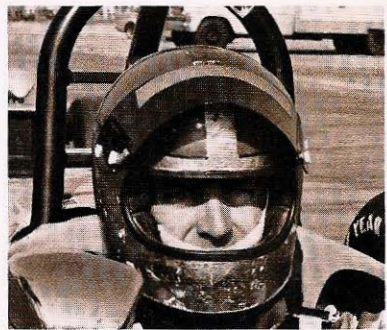
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COVER PHOTO: Ron Zuehlke, a new addition to the FORMULA staff of photographers, captures the sleek, white Martini Brabham BT44B of Carlos Reutemann on his way to a third place finish in the tragic Spanish Grand Prix.



FROM THE DRIVER'S SEAT

by Hugh Mooney

The arrival of the Super Vee's for their west coast Robert Bosch VW Gold Cup races gave me my first opportunity to view the cars in their 1975 trim. The wings are by far the best single improvement the cars have undergone since inception of the class. They now look like big league race cars; the wings make them appear to be much faster and more powerful than they are. At Laguna Seca the cars were over a second and a half faster than last year, but much of this was attributed to stronger motors and new compound tires. Whether or not adding wings has made the cars faster is of no consequence in my opinion, the important fact is that they have made

the cars look better. The fans seem to like it and they're the ones that count.

The fields look to have lost some of the depth they have been noted for. The slack, however, has been taken up by the front runners who are all extremely well prepared and very serious indeed about their efforts. Eddie Miller's entrance into Super Vee is a prime example of the type of program it takes to win in this class. Backed by private funds and piloting the works Lola, Miller has to be the odds on favorite to win the series, considering the fact that he has now won two of the three races entered. Other exceptional entries come from Ray Heppenstall for Richard Melville, and Wilbur Bunce's two car Lola team for Howdy Holmes and 21 year old Peter Moodie. Viceroy backed entry for Benny Scott appears to be the big buck operation and they have already proven themselves top competitors. The Bill Scott team seems to be an up and down operation lacking the consistency needed for winning. Fred Phillips puts forth probably the best private entry in the series and is always capable of winning any given race. Tom Bagley is almost always fast but may lack the necessary funds to do the job, and Billy McConnell's team looks promising but lacks experience.

In 1974 finishing in the top ten of any Super Vee event was not an easy task and took a substantial effort. But not so in '75. What the series needs

is more competitors like Eddie Miller, Richard Melville, Fred Phillips and Benny Scott.

Adequate media exposure is still lacking in the Super Vee series, it has yet to receive the support from the press as the training ground for future American champions. Hopefully, the injection of Robert Bosch support can free up VW funds to properly promote and advertise the program. Some talk has been circulating about the possibility of VW bringing in big name "guest" drivers to spark news media and spectator interest. This idea, properly executed, could be a real bonus for the series. It's done all the time in nearly every lower echelon series here and abroad.

Another item in the air now is the possibility of an engine change come 1977. VW is currently marketing only one vehicle in the US that uses the powerplant currently being used in Super Vee (the type IV) and that is a bus. It is entirely possible by 1977 that VW will not be offering any air cooled engines. The natural alternative is to go with the engine used in the Rabbit, Scirocco and Dasher. It is rumored certain teams have already started development work on the four cylinder water cooled engine. Apparently the air cooled engine will remain legal but more than likely will not be competitive. An official announcement is to be made in early July. This could be bad for new race car sales in 1976, perhaps the change could be implemented sooner. The change to inline engines could have a great effect on the class. You could then easily modify a Formula Ford or Formula 3 car to Super Vee specs, which could open up the opportunity for more constructors to get into SV without designing an entirely new or different chassis. It is entirely possible that a SV chassis could be less expensive simply because manufacturers would not have to build an entirely new car and could make use of existing designs. All in all, I feel it is a move that could give the class added appeal to teams, drivers and constructors alike. Besides, I think most teams would prefer the water cooled engine anyway. ■

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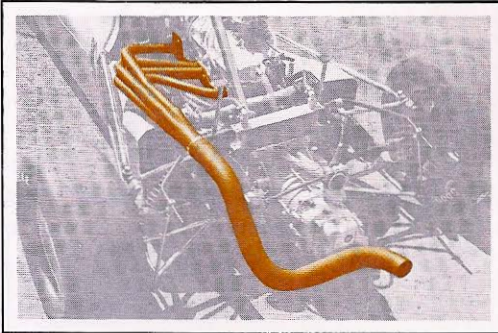
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matters of the moment...



● Automotive Development, Orange, California, has a new exhaust system for Formula Fords. Termed the "cranksaver" header, the new exhaust features long primary and secondary tubing giving the same power at 6000 rpm that other systems produce at 6500 to 6600 rpm. The one piece port plate and all heli-arc welding equals no vibration or breakage. The entire system is available for \$150.



Mark Mooney Photo

● Marty Loft has received sponsorship from Hanna Car Washes in Portland, Oregon, for his Formula Ford effort this season. Marty is now driving the Crossle Cars Pacific Crossle 30F previously driven by Dennis Firestone in Southern Pacific Division Nationals. Marty has also come up with a Formula Atlantic ride at the Player's Pacific race at Westwood June 1st. The car, a March 75B, is the one driven by Jon Woodner at Edmonton and prepared by The Race Shop. Woodner has a date conflict with the Pocono F5000 event.

● Brian Redman has won the first round of the SCCA/USAC F5000 Series. Redman put his T400 aside and started from the back of his heat with last years Lola T332. Mario ended up a DNF with engine failure while Jackie Oliver had a strong showing, starting from the back in the final the Shadow quickly moved into contention ending up with a fine placing. Gordon Kirby will have a full report for July.

● It appears that the newly formed F5000 Entrants Association is going to be slow to bloom. The lack of good organization and somewhat undefined goals will definitely hold it back initially. One point they do agree upon is their dissatisfaction with the handling of the series and the lack of sponsorship. The lack of a series sponsor is typical of the "part time" effort the SCCA puts into their entire racing program, both amateur and professional. There was talk of going to IMSA or possibly promoting the series themselves.



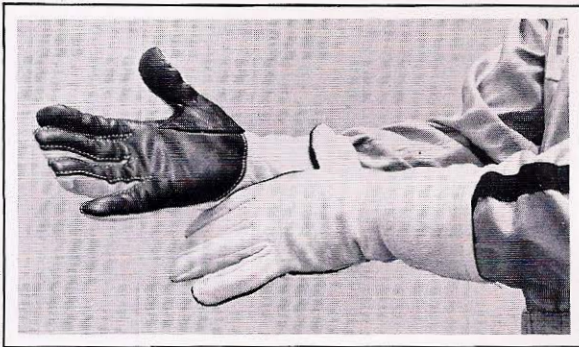
● Lloyd Racing has announced the debut of the Sposato Motoracing Company's Chevron B29 Formula Atlantic car. Driver, Joe Sposato, and Team Manager, David Lloyd, both of Ridgefield, Connecticut, recently took delivery of the first Chevron B29 car delivered to the U.S. at importer Fred Opert's facility in Upper Saddle River, New Jersey. The car will appear in selected Nationals and Canadian Player's Championship races in 1975. Stimola Race Prep will be handling the major maintenance.



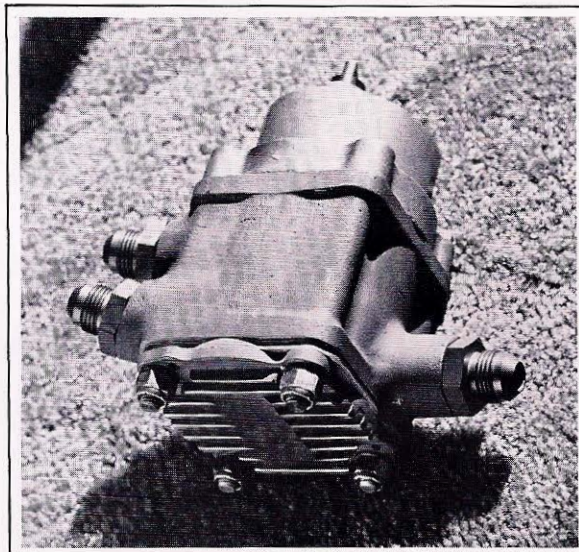
● After two rounds of the Player's Challenge Series for Formula Atlantic cars Bertil Roos is leading with 60 points. Winning first at Edmonton and then repeating his performance at Westwood only one week later, Roos, driving a March 75B, looks to have his act together this year. Tom Klauser and Bill Brack (defending Champion) are tied for second with 43 points. Full details of both events will appear in the July issue of *Formula*.

◀ Bertil Roos

RPM Photo



● An inexpensive, quality glove is now available from RaceQuip for \$16.95 plus \$1.00 for shipping. The glove features double layer Nomex on back of hands with full leather palms, all gloves are gauntlet style and come in S-M-L-XL. Refer to Who . . . What & Where for RaceQuip's address.



● Super Vee owners and engine builders rejoice, there is a new dry sump pump now being marketed in the U. S. well under the current price of the English versions. For specific details and costs contact: D & H Industries, P. O. Box 15605, Santa Ana, CA. 92705.

● Peter Gethin qualified second fastest and won both heat races in his Racing Team V.D.S. (which stands for the team owner Count Rudy van der Straeten) Lola T400 in the fifth round of the Shellsport F5000 at Zolder in Belgium. Richard Scott held pole position in his Durex Lola T400 with a time of 1:28.4 only .8 slower than Lauda had been in his Ferrari 312T during Goodyear tire tests. Finishing results were 1-Gethin, Lola T400; 2-Ashley, Lola T400; 3-Robinson, McLaren M19C; 4-Featherstone, McRae GM1; 5-Verhoeven, Lola T330; 6-Scott, Lola T400; 7-Pilette, Lola T400; 8-Dean, Chevron B28; 9-Spice, Lola T332; 10-Purley, Chevron B30.

The crumpled Modus M5-Ford of Tom Walkinshaw sets abandoned after a front suspension member failed and the car had thumped the Armco heavily.

● Bob Earl, 1973 FF National Champion, has just signed a contract with T-P Racing for the balance of the 1975 Formula Ford racing season. T-P will be the distributor for M.R.E. race cars for the United States. At the same time the Bob Bondurant School of High Performance Driving also signed a contract with T-P Racing to be the U.S. dealer for M.R.E. and to use their Formula Ford cars in their school.

● A new face in the Robert Bosch Gold Cup Series is Keith Kaufman, son of the well-known radio personality Murray "the K" Kaufman. A 24-year-old graduate of Middlebury College in Vermont, Keith will drive a Fred Opert Supernova Tui BH 4; as will his teammate Randy Evans. Kaufman is currently a member of the Executive Protective Service, U.S. Secret Service, White House Division so keep an eye on him.

Frank Freeman Photo

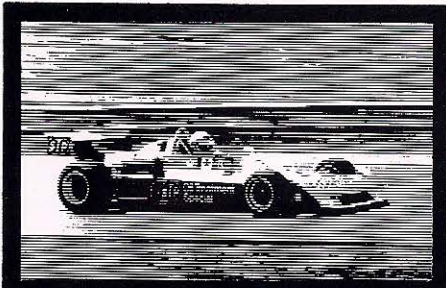


● Dick Shirey, Formula Ford "Super Shoe" from Southern California has been defecting from the Formula car ranks at SCCA Nationals driving a newly designed D Sports Racer. Some sorting difficulties have been encountered but when the car has worked properly, Dick has been the class of the field.

● The Formula Ford Racing Assoc. has announced its full support of the Pro FF races to be held at Sears Point International Raceway July 26-27 and August 16-17. Each event offers a \$5000 purse plus contingency money. Eighty pay checks will be issued for each event! Full support is urged, and the FFRA will post cash awards for its members. For entry information contact Bill Benck at SPIR, (707) 938-4741.

Ron Zuehlke Photo





Brack's Column

by Bill Brack

Predictions usually accompany the start of each new racing season, so I thought I would add mine to those about the 1975 Player's Challenge Series.

Because I've raced against him so often in the past year, Bertil Roos is near the top of my list as a likely race and series front runner. But I think the March 75B that he'll be driving might hurt his chances.

No one seems to say much about the new March, but the car doesn't seem to be doing anything, even in Formula Two. I have a feeling that there is still a lot of work to do with the car, and I'm not sure that Bertil can do the job as a test driver. I think Bertil is a thrasher, taking a car,

“
Bertil is a thrasher, taking a car, no matter what its condition and driving it to its limits.
”

no matter what its condition and driving it to its limits. There's no question that he's a tremendous driver, but often good race drivers aren't good test drivers.

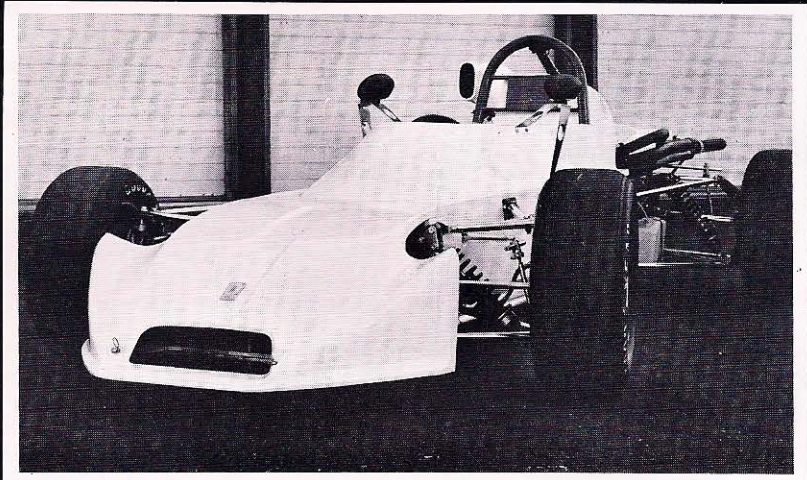
Allan Lader seems to bounce up and down about whether or not he'll run the series, but should he compete, he'll be right at the front.

Elliott Forbes-Robinson and Jon Woodner, based on their F-5000 experience, should be able to lead races, but Woodner might find his March a problem.

Finally there's Tom Klausler. Although he finished second last year, I never really had a chance to race with him so to me, he's still a bit of an unknown quantity. The one thing we do know is that the Lola is very fast in a straight line, and it will be fast at Edmonton.

Of the rest, Hector Rebaque has gone well in F2, and Bill O'Conner, Fred

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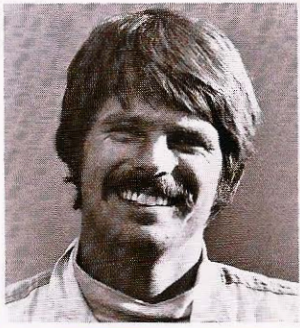
Phillips, John Nicholson (if he runs) and Howdy Holmes might all be near the front. Holmes could be the dark horse. He isn't spectacular yet, but he could be,

“
Holmes could be the dark horse. He isn't spectacular yet, but he could be.
”

and I think it's going to take spectacular driving to get in front and stay there. Likely there'll be five or six cars challenging for the lead all the time.

Over half a million dollars in new cars and machinery at Edmonton. One of those will be my new STP Special. I think a lot of people have said to themselves, look at old Brack winning the Canadian series. He never did much in F-5000 so maybe there is some easy money in Canada that can be won. If they think that, they'll be in for a surprise, because I've never gone racing like I will be this year. With a new Chevron B29, three engines, Doug Crosty as my mechanic, and a chance to test at every track before practice, I won't have any excuses for not winning.

When I first drove the new car at Silverstone in April I told Doug I thought it would be a winner. We'll see after Edmonton and Westwood. ■



TECHNICALLY SPEAKING

with J. Peter Halsmer

Engine & Trans

The engine is undoubtedly one of the most misunderstood links in a race car. Most people think more horsepower means an automatic winner - bull feathers! Reliability is the real prime necessity. Reliability must be added to those extra horses to have any chance at all of winning (always assuming the right foot cooperates!) Therefore, in this limited space, I will concern myself primarily with general and preventive maintenance ideas and procedures to increase engine and transmission reliability.

Let's look at what is involved in an engine, starting with the fuel system. Safety is of the utmost importance here. All hose clamps used should be safety wired. The vent line from the system should have a check valve in it, and should also be extended into the catch can. Extra care should be taken (especially with rubber as opposed to aeroquip lines) to guard against chafing. Use some form of tie for the lines wherever possible. The common electrical tie strap made of plastic is excellent. As for the fuel itself, the premium you can get from your local rip-off station still seems acceptable in most cases (if you call buying Manhattan Island for the Arabs acceptable!). One tip about fuel pumps: if you have the electrical type and suspect a problem, check its operation in all positions. I had a pump once that would work in some positions and not in others!

Oil system: The first thing that comes to mind is cleanliness. It's vital that no grit or dirt of any kind get into the system. If it did it could mean serious and expensive problems. Oil pressure is the lifeblood of the engine. Without it almost immediate deterioration begins. The oil pressure gauge is the first thing that should be watched upon starting the engine. If the oil system has been empty the engine should be turned over with the starter before ignition is allowed. This

will allow oil pressure to build up before putting heavy pressures on parts that should be lubricated. Oil cooling is important particularly in the hotter climates. Typically, English race cars are under oil-cooled, probably because of the cooler climate they have. If you have an oil system and temperature gauge, 100 degrees C should be a comfortable maximum. Anything over that and you will want to consider a more effective cooling set-up. Oil lines, like fuel lines, have to be carefully routed to avoid any possible chafing. It is wise to deagram where all the oil lines go before disconnecting any. This can save a lot of hassles later on. A couple tips for figuring out typical oil systems: the scavenge section of the pump must always be larger than the pressure section (usually about one-third larger), also, the inlets for both sections are on the same side of the typical Lucas style four cylinder dry-sump pump. The same is true of the outlets. The inlet for the scavenge can be identified since it comes from the engine oil pan. The only other complication is if it is a five port pump. If so, the fifth port, which is attached to the innermost section (not a pump section), feeds oil from the pressure section into the block. Engines with a four port pump feed oil to the engine's main oil gallery.

Water system: Weather - or age - cracked hoses are a common problem to look for in the water system. Also check to be sure none of the hoses on the suction side of the pump are weak enough to be collapsed by the suction. When refilling a water system, be sure to bleed all the air out. Many systems have areas in the block or radiator that must be bled free of air if they are to be effective. As for coolants, plain old water is just fine if the system is designed properly and working effectively. At best, some of the typical coolant additives help maybe 5-10 degrees Fahrenheit. Screens for the radiators are a must to protect from rocks. The screen should be strong enough to prevent damage to the radiator, and placed at least 1/2 inch away from it.

Carburetion system: A word of advice, don't be afraid of air cleaners. A proper cleaner doesn't rob power, rather it pre-

serves power for late in the race. It helps valves to last much longer and improves cylinder and ring life. An air cleaner is an excellent investment.

In working with your engine, there are some general areas that can give clues as to what is happening inside. These clues can often make the difference between a completed race and a blown engine. Following are some of these areas to keep an eye on. Leaks usually indicate something, maybe only a seeping gasket, but maybe a crack. The condition of the oil can tell a lot. Signs of brass or aluminum are bad news. Spark plug reading for signs of detonation, too much heat, oil burning, etc., can tell much about what is happening. Changes in valve clearance settings can be an indication of problems, depending on the type of engine. Changes in normal operating oil pressure (other than temperature related) can point to problems with the pump or engine oiling system. Exhaust smell, or bubbling gas from the water system can indicate leakage between the cylinder and water jacket. Needless to say, there are many areas that can give a wealth of information, but it is only as informative as the knowledge of the person involved allows. Most people can read this final clue rather easily, 'though if you see a "Peeker" that means you probably screwed up! A "Peeker," as a friend so aptly put it, is a rod sticking out the side of the block!

A few quick words about general assembly and disassembly of the engine from the car. Disconnect the battery. You don't need a flash fire when you bump the solenoid with your wrench. Drain the oil and water as much as possible before disconnecting, and seal up the lines (oil primarily) with either caps, plugs, or tape. Do the same to all oil fittings uncovered on the engine. Note how many spacing washers, if any, are used on the motor mounts, trans mounts, etc., to line everything up. When reassembling the transmission to the engine, don't forget the spacing bobbin in front of the throw-out bearing if one is required (I think everyone has done that at least once!).

Speaking of transmissions, they were supposed to be included in this article, also. In almost all the smaller classes the

trans is very trouble free, so there is very little to say. Just keep an eye on the condition of the shifting dogs for wear, and keep oil in it. The Hewland transmission, or the Webster version of it, is usually the only thing you will see. There is an excellent manual for it, showing exploded views of how it goes together, how much oil to put in it, even a chart for figuring out the gears you need. The best thing I can recommend if a problem does occur is to take it to someone that has experience with them.

A word about re-mating the transmission to the engine: don't forget to check

the clutch adjustment. The clutch should be adjusted so the throw-out bearing is just clear of the pressure plate in the fully released position. The throw-out bearing is not designed to be in contact with the pressure plate all the time.

In closing, use a mental checklist every time before using an engine, transmission, or car. Here is what I use. Gas, oil, water, air, brake fluid, transmission oil. Forgetting any one of these fluids is verboten. (Not good.)

This article has only scratched the surface. I know there are publications available that can help with the basics of

engine assembly, disassembly, operations, etc. A very good series of books is put out by the publishers of Hot Rod Magazine. I hope I have covered some of the areas pertinent to Formula racing that might not be covered in the typical manuals.

A book that recently came out that I feel is very worthwhile is "Prepare to Win" by Carroll Smith. I haven't read it all, but what I have seen was excellent. It has to be one of the best buys in racing for anyone involved in preparation of a car. ■



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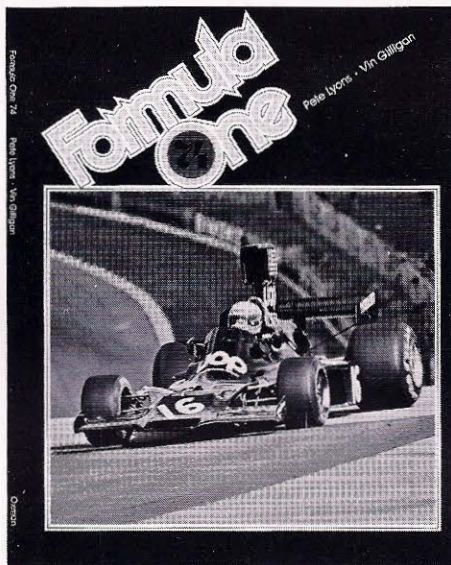
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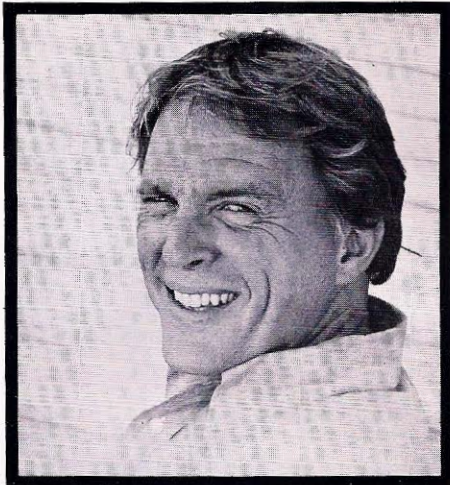
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Dan Gurney

by Steven Mayer

Dan Gurney ambles into the room with his country boy shuffle. Large. Impressive. A 44-year-old chief executive of a large motor racing oriented company. Only a few years removed from being one of the best racing drivers in the world.

His interests in racing are still wide-ranging. Whether manager of the Jorgensen USAC and F-5000 team, head of the factory that builds the most used chassis in USAC history, advisor to the Goodyear

Motor Sports Club, marketing Dan Gurney Cycle Products, or promoting All America Oil, his schedule is at least as intense as when he was driving.

He's unchanged from when he began his involvement in racing twenty years ago. He's still the fun-loving, likable ol' Dan who we all knew back in the sixties, yet his situation is now much different. All American Racers is fighting for its economic survival, and Dan is the general who's attempting to direct an offensive, when headquarters staff has, en masse, left the battle area. Although still investing major support in AAR, Goodyear is trimming its racing budget, now that the war with Firestone has been won. Olsonite decided they could not afford a substantial program this year, due to the present economy and its effect on the housing and auto industries. And race car sales are non-existent. The workforce at AAR last July was 35 employees, a substantial decrease from the time of the Chrysler Trans Am program in 1970 when the works employed 55. This year only 21 remain, working only on the racing program and engine development. Dan explains about the lack of new Eagles being sold: "In USAC, we saturated the market in a year and a half." He concedes that new car sales in F-5000 will be sparse until the Eagle starts winning. With the expanded support from Jorgensen Steel in 1975, the likelihood of that success will be much higher. "We are proud to have the support of such a dynamic and successful company as Jorgensen," Gurney enthusiastically adds. "I would say we've broken the back on the main problem of the car. "Bobby Unser, whom Gurney holds in high regard, is handling the driver's chores this year. "I feel encouraged about the entire operation. But moreover I'm encouraged about the entire series. I've heard that the UOP-Shadow team is going to bring in a Grand Prix driver for selected events. If more progress is made in that direction, the F-5000 series, as I'd like to see, will become the Grand Prix counterpart for America."

Dan Gurney has always gone out of

his way to support the sport. The success of his own efforts, however, is determined by the amount of sponsorship which he obtains. Like all other professionals in the sport, he realizes that financial backing is dependent upon the amount of exposure which a series receives. Dan agrees with many of the opinions of his counterparts in F-5000, his anger is raised by the sanctioning bodies' apparent lack of an overall marketing plan for formula racing, and in particular the F-5000 series.

"One of the major problems facing formula-type road racing is the lack of professionalism in the sanctioning bodies. All of us (the car owners) have been sitting back, and hoping the situation would improve. But it hasn't even with the injection of drivers the likes of Bobby and Al Unser and Mario Andretti. There's no visible all-out attempt to successfully secure either a series sponsorship or television contract. One of the other things we have here, in contrast to the RAC in England, are major executives within SCCA and USAC who are part time employees and don't derive their sole income from racing. They don't have to put their careers on the line like people who are involved in the RAC, who do have everything at stake."

Noted for being soft spoken, Dan believes he will become increasingly more vocal in the future, not for self-serving interests, but rather for the benefit of the sport in general. Today, changes are occurring in the staff at AAR, where only the most dedicated remain. Gurney even replaced the designer of the revolutionary Indy Eagle, Roman Slobodyski, with long time assistant Gary Wheeler. "Roman is a very talented designer, but we didn't get along together personally," the AAR chief states in explaining his decision.

This will be a decisive year for Gurney and AAR. Success in the F-5000 series could spell the way toward F-5000 car sales, and possibly a Formula One program. To speculation about the chances of his being involved in a Grand Prix effort in the future, the former American F1 driver says, "That's something I'd like to know. I'm very interested in pursuing something toward that goal. We are in fact working toward that, even though we don't have a program in that direction, as such, at this time. I'd like to believe the F-5000 effort is, in fact, laying the groundwork for a Grand Prix car. The determining factor in whether or not you can run an F1 team is sponsorship. We have a very fine sponsor in the Jorgensen group. We enjoy working with them very much. Whether they would be interested in entering international competition based on the strength of the exposure which the Long Beach Grand Prix receives can only be ascertained after that event. Formula One is a goal, however, which I've harbored for a long time."

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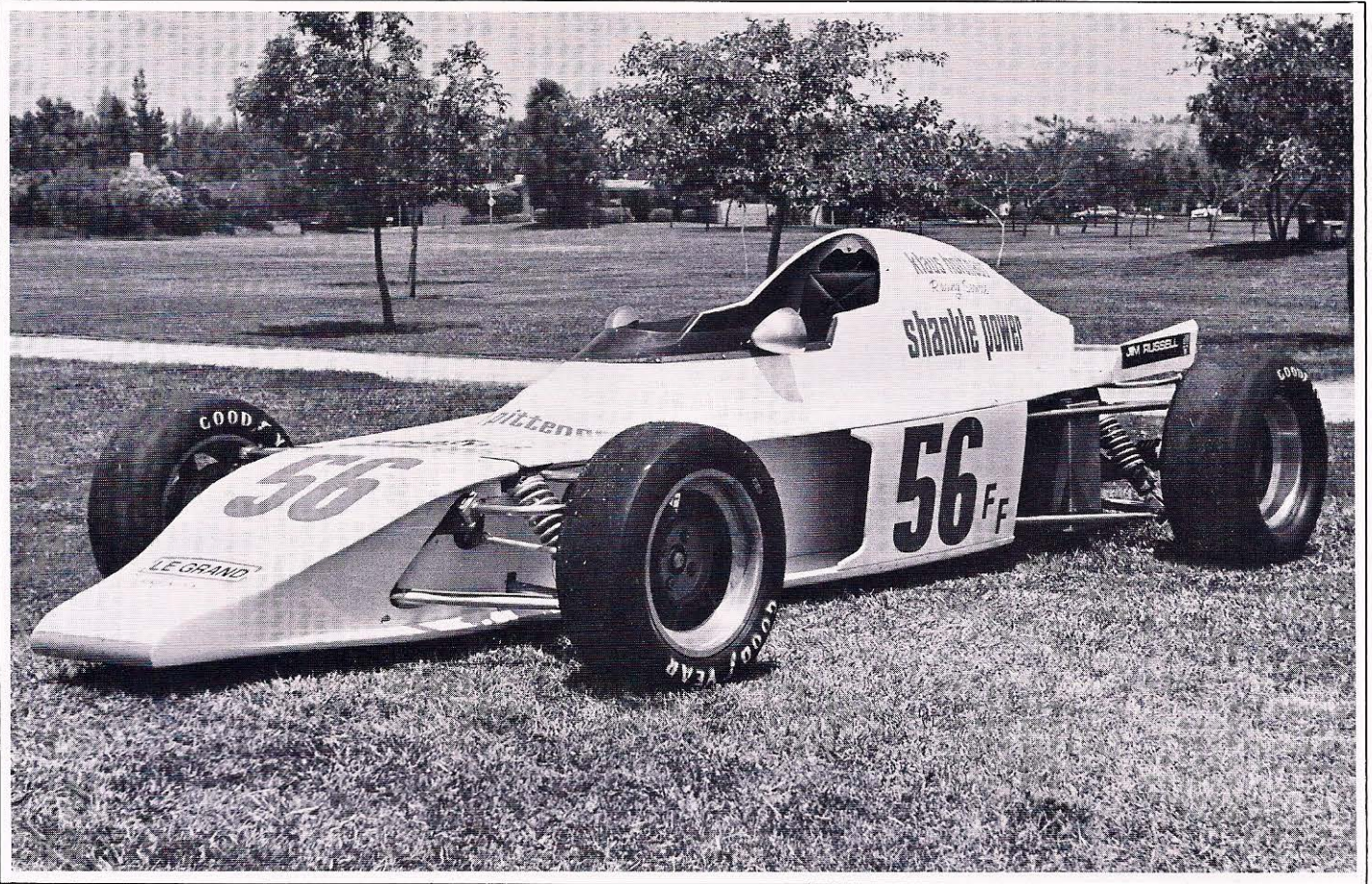
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RPM Photos

LeGrand Mk 21

by J. Peter Halsmer

You say you want to win in Formula Ford? As of this season there is more than one way to go. Until just recently the \$15,000 ADF seemed to be the unfair advantage in Formula Ford. All the work was done in-house. Chassis design and development, engine work and overall preparation were all performed at Automotive Development. With considerable success, I might add, under the capable guidance of designer Dave Bruns.

Now, however, there is a new combination in the picture; and having won its last three times out (two of those were National events), I think you can say the LeGrand has arrived.

It's a study in organization with Red LeGrand supplying the car, Valley Racing Services doing the preparation, Shankle Automotive massaging the engine, and Chuck Pittenger putting his foot down as the driver.

There were rumors around for the last year or two that Formula Ford was "up for sale". National points were being bought with expensive cars. Not any more.

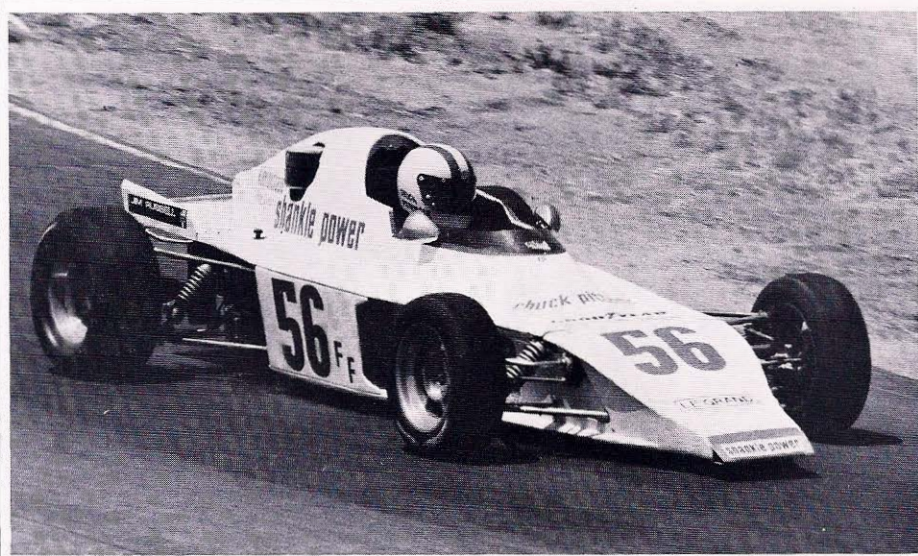
Red's car is not what you would call a high bucks car (although it certainly

isn't the cheapest around). At \$10,050 you get a car identical to Pittenger's ready to race. Just learn to work your right foot like Chuck does! The car can also be bought in kit form, or just the drawings if you are a builder.

The car itself is an evolutionary design, the fourth in Red's FF series. It is very conventional in most every sense; with outboard spring/shock units front and rear, outboard front and rear inboard, side radiators, a clean looking body

continued next page ▶





(LEFT) Chuck Pittenger and the LeGrand at speed. (Above) This view shows the simple straight forward design of the suspension.

shape, etc. Send a buck to Red and he'll give you all the details.

There are some subtle differences though. The car claims over 1500 ft.-lb./degree torsional rigidity (still at minimum weight for a cortina), which puts it near the top in that category. This should at least make the car more predictable in tuning the chassis with springs, bars, etc.

Another nice feature is the six and a half pound Mag wheels which are LeGrand's own. Every little bit helps!

The shock units are also intriguing.

They are a combination of Koni parts and Red's ingenuity. Utilizing the Koni-proven shock valving, Red makes up the small, light, aluminum bodies with adjustable spring land. It is a single adjustable (rebound only), but the Koni innards are supposed to be excellent in terms of wear, so they should be a good performing unit. The ratio of bounce to rebound control is roughly 40/60 according to Red. Combine the advantages with the price - \$76 - and I think you have found one of the good buys in racing today.

LeGrand tries to stay away from using English parts as much as possible, making his own when he can. This should make for a better availability situation, at least, for things like steering racks, uprights, etc.

The development that has been done on the car since beginning the program has been minimal. The springs currently being used are 175 lb. front and 210 lb. rears, with no other major variations from stock settings. As Red so aptly put it "It's

continued ▲

The Team

The Men Behind The LeGrand

by Ed Pitz

When the season began, the LeGrand team was displaying an air of self-assurance that was lacking in other organizations. It was as if they knew all along what was going to happen.

Five races, three wins, one second, and one third later, that casual confidence is still present. The Pittenger/LeGrand/Shankle combination a top FF contender this year, will be a force to be reckoned with at runoff time.

Although the MK 21F looks like being one of LeGrand's most successful designs, LeGrand cars are no stranger to winner's circles. Red LeGrand's San Fernando based plant began production over a decade ago and the marque has reaped victories in nearly every formula class.

In terms of Formula Ford, the last major success came with LeGrand's first version, the 10F. Alan Holly dominated

the 1971 Cal Club Regional Championship with his car and also became a strong runner in Nationals.

One of Holly's strongest opponents was an ex-kart driver named Chuck Pittenger. Blessed with parental support, Pittenger began kart racing at age 13 and demonstrated considerable talent on his way to five National Championships. In 1970, Chuck was picked to drive a new Lotus 61 owned by Stanford, a retired businessman and karting associate.

Pittenger finished second in his first two outings near the end of the year and 1971 looked full of promise. However, in the season opener at Riverside, he broke a leg in a serious crash which cancelled his racing plans for the rest of the year.

But the team returned in 1972 to collect an impressive string of wins. Besides the Portland National, Pittenger dominated the trio of IMSA sanctioned pro events at Las Vegas. Chuck drove the Lotus to third place in SoPac Division and took sixth at Road Atlanta.

1973 was largely inactive for Chuck who concentrated on his growing mini-cycle/go-kart business in Van Nuys. During this time, he met Klaus Holthaus.

Holthaus emigrated from Germany in 1961 and attended UCLA before working as a Porsche mechanic. A long time racing enthusiast, he learned race car prepara-

tion during a three year stint with the Richie Ginther team.

Pittenger and Holthaus formed Valley Racing Service and campaigned an MRE under the Cuddy Racing banner last year. Chuck was the driver while Hernan Ojeda joined the team to assist Klaus in preparation and maintenance.

The early events were a disaster as the car, designed to run Torinos, required several modifications to cope with the heavier G-forces developed by American FF slicks. Pittenger subsequently worked out a two-year program with Shankle Engineering to act as a test bed for their motors, an arrangement which has proven out for both parties. Dick Gebhardt, co-owner of Shankle, joined the team, acting as liaison with the factory and assisting in the wrench-turning.

Because of their late start the team just missed qualifying for the run-offs; a Regional and a heat win constituting their only wins in 1974. For the new season, they worked out the present program, in which LeGrand supplies the chassis and necessary parts. Bruce Pollack, who works as LeGrand's parts manager, also acts in tying down the loose ends of the operation. In addition, the team has enlisted Donald Bros, Inc. of Long Beach to supply tires, thus eliminating a major FF headache. ■

mostly the driver”.

I would have to say the whole combination is important. You must have the basis of a winner - car, engine, prep - then you have to have a winning driver to make it all work.

Chuck's comments on the car, as a driver, were mostly complimentary. What else can you say when you win three in a row! In particular he felt it was the most comfortable handling car he had been in. He also liked very much the fact that it had no over-heating problems. His only complaint was that the seat wasn't too comfortable, "And it isn't a Formula 5000 car!"

Let's see now, a porta-power in the bay, up-grade the brakes, get Shankle hot on Chevy's . . .

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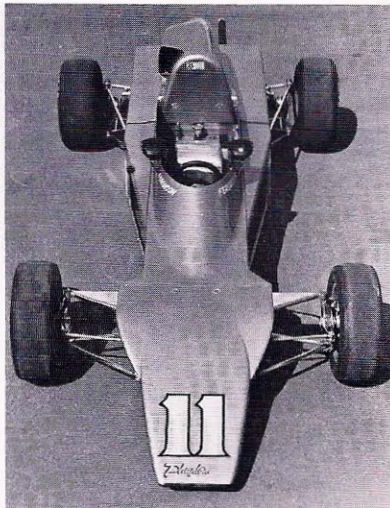
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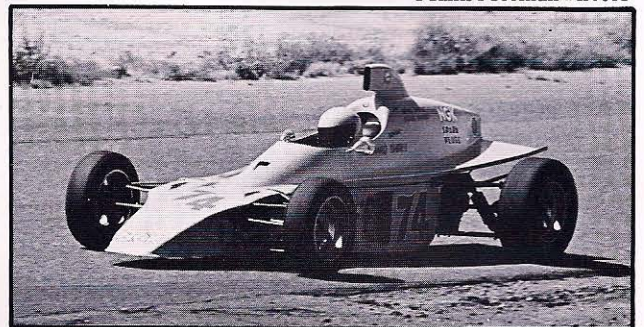


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Phoenix National

by Ed Pitz

Frank Freeman Photos



LeGrand order books should begin filling up shortly. Works driver Chuck Pittenger gave the marque its second consecutive National win at Phoenix on April 26 & 27.

A frenzied sequence of crashes and incidents early in the race resulted in an uncharacteristically processional event. Richard Shirey's ADF collected second place points ahead of Sam Nicolosi's Merlyn and John Gianelli's Titan, both of whom enjoyed their best-ever National results.

Now in its eleventh year of operation, Fastrack Raceway has its own special challenges. The first tri-oval/road course combination offers 2.75 miles of fast bends and hairpins winding through the Arizona desert. The track surface is abrasive and very hard on tires and lacks up-keep in certain areas.

Due to the long distances from other regions, the entry is usually small but select and only 23 Formula Fords showed up for this event. There were a few changes in the cast of characters from the Willow Springs National two weeks previous. Johnny Kastner was running one of the Jim Russel School Merlyn Mk 20s in place of his regular Mk 25. John Gianelli was out to end his run of bad luck with the Titan. Rich Turner brought his Royale from Colorado while Ed Mertz was entered in his Titan. Jeff Nelson had done a deal with Rob Jackson and had bought the Regional Champion's Royale.

Among the star players, there was but one much talked about deletion. By some sort of prearrangement, the works Crossle was sent to Washington for Marty Loft which left Dennis Firestone missing his first National in three years.

Practice began on a near-tragic note. Rick Miller's Lola inexplicably spun on the backstraight and crashed broadside into a TV camera platform used by ABC for their USAC coverage. The point of impact was on the left side of the chassis which was badly crumpled and Miller suffered a broken pelvis, three broken ribs, and other injuries.

(LEFT) Chuck Pittenger wins his second National in the LeGrand Mk 21. (RIGHT) Second place man Richard Shirey in his NGK spark plug ADF.

Fortunately, qualifying produced few other dramas. A beautiful display of teamwork by Shirey and Bruns resulted in their front row positions. The Swanson team looked confident following private testing Friday and Hiss reinforced that feeling by tying Shirey's time on Sunday morning.

Pittenger was a second further back but did not appear unduly worried. The LeGrand had received few more mods, the most visible being small aluminum sheet spoilers added to the nose and tail sections. The front spoiler was eventually discarded but the rear addition was retained for the race.

Nicolosi's Merlyn sported plenty of supertape on the pre-grid, the legacy of a morning incident that damaged the nose section. Scyphers never made the grid at all after a shunt in Saturday's Regional bent the front suspension on his Lola. Also a non-starter was Ken Hedman whose Merlyn broke its crank after only six laps on Saturday morning.

The drama began on the second lap as Hiss' Lola appeared well ahead of the field and apparently trying to get to the pits. Moments later, a wheel flew off the Lola and Hiss scabbled to a halt in the dirt.

The green fell and unleashed 1900 bhp into the first turn. Shirey edged in front with Pittenger splitting the ADFs and Nicolosi dropping into fourth. Coming off the backstraight, LoVette's fifth placed Dulon locked up and spun off, narrowly missing Hiss' stationary Lola and raising a cloud of dust. Several cars went off course and Kastner's Merlyn climbed on top of Paronelli's Corsa; the red flag came out and the situation looked grim but Paronelli, who suffered the only injuries, walked away with only painful chest bruises.

Pittenger and Shirey left everybody

behind at the restart while various incidents thinned out the field behind them. Phil Caliva's Lola was punted off on the third lap while running an excellent sixth. On the same lap, Tim Cox' Zink, Stu Hanssen's Merlyn, and John Benton's Lola had an informal meeting at turn ten which ended their race.

All this action left only twelve cars still running. Shirey had led the second lap but Pittenger repassed and gradually pulled away as the ADF developed excessive oversteer. Bruns was all alone in third while Nicolosi was busy holding off Brad Lovette's Dulon for fourth. Lovette retired with a broken engine on the seventh tour, elevating John Gianelli's Titan to fifth spot.

At this stage, everyone was well separated from each other and the ten remaining laps appeared a mere formality. With four laps to go, however, all the yawning ceased as Bruns' ADF suffered gear selection problems; the car jammed in gear "somewhere between first and second" and Bruns struggled on, watching his mirrors for Nicolosi's Merlyn. Nicolosi, in turn, was being overhauled rapidly by Gianelli's Titan.

Nicolosi passed the ailing Bruns on the 15th round while Gianelli got carried away and spun wildly at turn nine, losing several seconds. Undeterred, the Titan driver passed Bruns on the penultimate tour and challenged Nicolosi halfway around the last lap. Alas, a spin at turn seven settled the issue in favor of Nicolosi, but the Gianelli team was an ecstatic group after the race.

Bruns crawled home just ahead of Tennyson Kwok's Titan, the ADF driver holding down fifth by virtue of using revs that would make a Mazda blush. Richard Turner, Ed Mertz, Mike Parsons, and Jeff Nelson completed the survivors roster, Mike Hull's Titan having retired with engine problems on the tenth lap.

Formula Vee

Lately the Vees have been short in numbers but long in action and this was

certainly the case at Phoenix. Veteran Harvey Staab scored a superb tactical victory in his Zink following a tremendous battle with Dick Murray's Zink and Mike Loken's Shadowfax.

Staab led on a few brief occasions, preferring to let Murray and Loken swap back and forth every few corners. Loken dropped to third on the eleventh lap and slowly drifted back, leaving Staab shadowing the other Zink until the last lap.

Staab drafted past Murray on the back straight but Murray made a supreme effort at the final corner that resulted in an exciting drag race which Staab won by a couple of feet.

Rex Stage's Williams recovered from a first lap spin to run a lonely fourth ahead of another dice between Dick George's Zeitler and Henry Henschen's Caldwell. George, who drives extremely well in indifferent equipment, took the verdict by a car length.

Both Tim Kuykendall's Zinkarella and Mike Billesbach's Caldwell were early contenders who suffered misfortunes. Kuykendall retired with mechanical problems in the closing stages after spinning twice through no fault of his own. Billesbach led the third lap but never completed the next after clipping a tire marker and damaging his exhaust system. ■

Formula SCCA

Don Breidenbach collected his third National win on the trot. It was a mere formality for the March 75B driver who pushed the lap record down to 1:37.1 during qualifying and won by 38 seconds.

Bobby Fisher's Chevron held second initially but he had to work overtime to stay ahead of Doug Turner's well-driven March. Turner settled the issue with a lap eight pit stop that dropped him to sixth. Fisher made the issue even more academic when the Chevron quit out on the course three laps later.

Frank Monise's Brabham inherited second for the duration, a late effort by Marc Bahner's similar machine ended in a spin at turn ten. Doug Turner recovered to oust Russ Mayberry's March from fourth spot on the final lap. ■

OFFICIAL RESULTS

F/FORD

1. Chuck Pittenger, Shankie LeGrand Mk13, 30min 27.8sec. 93.3 miles per hour.
2. Richard Shirey, Flatout Promotions/NGK ADF.
3. Sam Nicolosi, Nicolosi Merlyn Mk25.
4. John Gianelli, Gianelli Titan Mk9.
5. David Bruns, Motor West Magazine ADF.
6. Tennyson Kwok, Kwok Titan Mk6.
7. Richard Turner, Turner Royale RP16.
8. Ed Merz, Titan Mk6.
9. Mike Parsons, Lola T200.
10. Jeff Nelson, Royale RP16.

F/VEE

1. Harvey Staab, Zink, 35min 35.4sec.
2. Dick Murray, Zink.
3. Mike Loken, Shadowfax.
4. Rex Stage, Williams.
5. Dick George, Zeitler.
6. Henry Henschen, Jr., Caldwell.
7. Tommy Meredith, Autodynamics.
8. Tim Kuykendall, Zinkarella.*
9. Bill Kampfe, Autodynamics.
10. Bill Stapp, RCA.

F/SCCA

1. Don Breidenbach, March 75B F/B.
2. Frank Monise, Jr., Brabham BT29 F/B.
3. Marc Bahner, Brabham BT29 F/B.
4. Doug Turner, March 722 F/B.
5. Russ Mayberry, March 722 F/B.
6. Jack Brabham, Brabham BT29 F/B.
7. Dick Doherty, March 722 F/B.
8. Ed MacGrotty, Lotus 41 F/C.
9. Pete Shariand, Lola T252 F/SV.
10. Richard Simis, Royale RP9 F/SV.

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Robert Bosch - VW Gold Cup

LAGUNA SECA

by Bruce Czaja

Fred Phillips won the battle but you would have to say that Benny Scott won the war. Fred won the fourth round of the Robert Bosch VW Gold Cup Series in his Elden, making him the fourth race winner in as many events, but the star of the show was Scott. Benny put his Viceroy sponsored Black American Racers Lola T-324 on the pole and claimed second place in the race, pushing Phillips at the line. For both drivers, the race was a success in more ways than just the results.

For Phillips, the victory meant that just maybe, he might begin to get some of the recognition he deserves. He has been a consistently strong competitor in the series for the past two years, but somehow when people start to think of the top drivers in the series, they neglect to think of Fred. Even the fact that he won

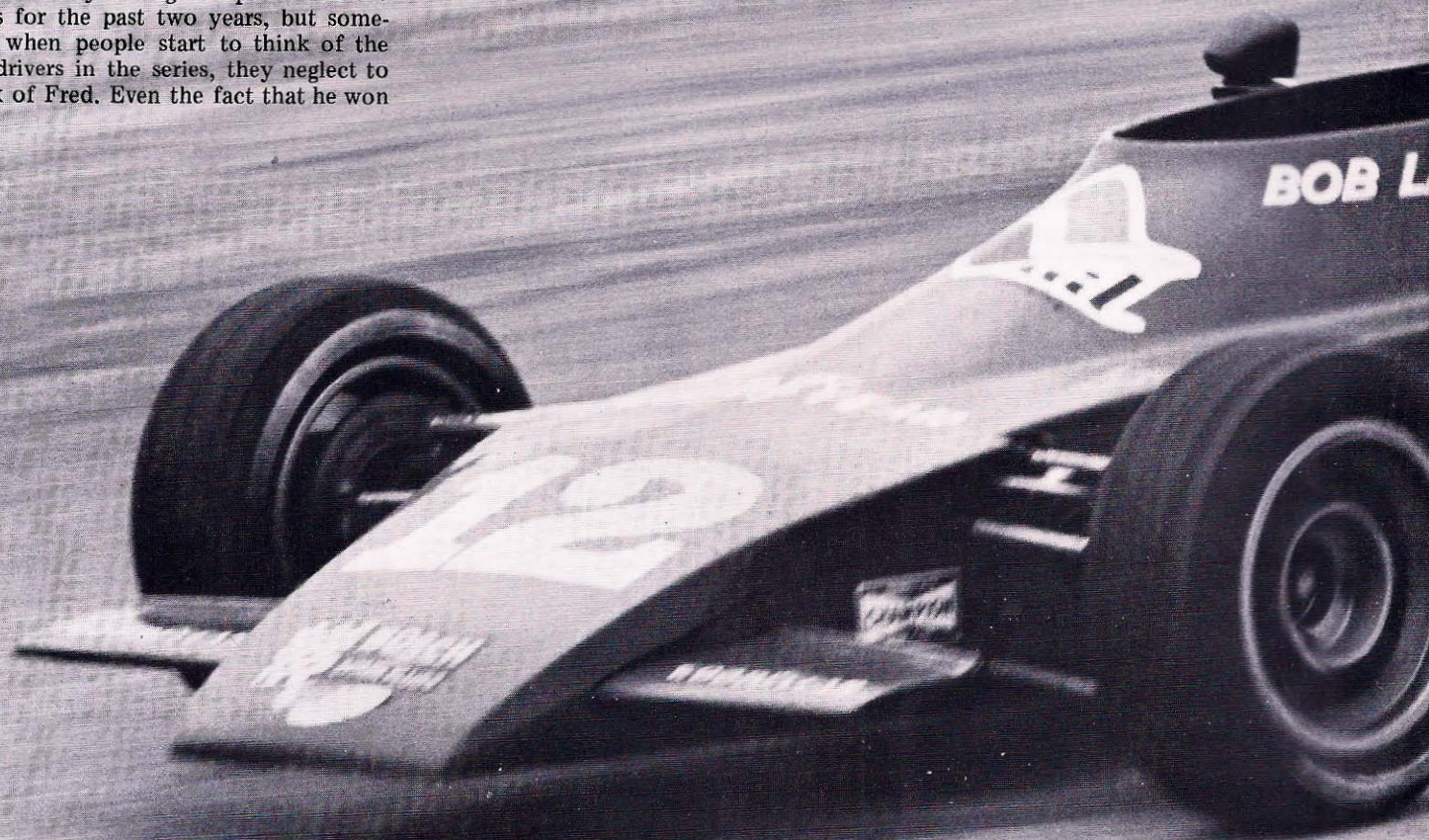
the Gold Cup race at Road Atlanta last year didn't seem to help. More attention was paid to him last year at Laguna Seca when he destroyed his car spectacularly in a first turn crash. The victory atoned for his dismal effort at Laguna last season and moved him into the points lead in the Gold Cup standings. Most people didn't even realize that he was in second place coming into Laguna.

For Benny Scott and the rest of the team at Black American Racers, the race showed that their efforts are beginning to pay off. Benny has run well this season since he took delivery on the new Lola for Sebring. However, problems with his tires have kept him from placing much better than his predecessor, Randy Bethea. Randy, you might remember, was the original hope for the team, he was going to be the first black driver to compete at Indy. However, there was one slight problem, which kept Randy and the team from its goal - the young driver just could not keep the car on the track.

After several spectacular crashes, including one at Laguna last year and one at Road Atlanta where he suffered a broken ankle, it was decided that maybe he wasn't the right driver to carry the BAR banner. Benny Scott was a late season substitute, but was never really competitive as the car was less than first rate. Finally this season, with a good car, the program is beginning to bear fruit.

Benny had the car running well throughout the practice sessions and was turning in some hot laps during the first part of qualifying on Saturday. Then about midway through the session he spun, which seemed to take the edge off of his charging. But after a few slow laps, he began to pick up speed again and cranked off a lap of 1:07.808, which worked out to slightly more than 100 mph on the twisty Laguna Seca circuit, marking the first time that a Super Vee has ever reached the century mark for a lap on the track.

Behind Benny, most of the Gold Cup regulars as well as a few of the West Coast boys fought for the remaining grid spots. Bill Scott Racing again had three Royales entered for Bill Neuhoff, Harry MacDonald, and John Barringer. Neuhoff



John McCollister Photo

looked the best of the three in practice as he regained the form he displayed in the opening race at Daytona. He pushed the red and white car to a time of 1:08.047 for the second spot on the grid and was looking forward to a good race. MacDonald had all sorts of problems as he just couldn't get the car to feel comfortable. The major complaint was oversteer and at the end of qualifying, "Dirty Harry", the reigning Formula Vee champ, found himself sitting back in the seventh row, 14th on the grid. John Barringer had a few problems learning the track, since this was his first race at Laguna, and found himself four spots behind Harry, with a time of 1:11.122.

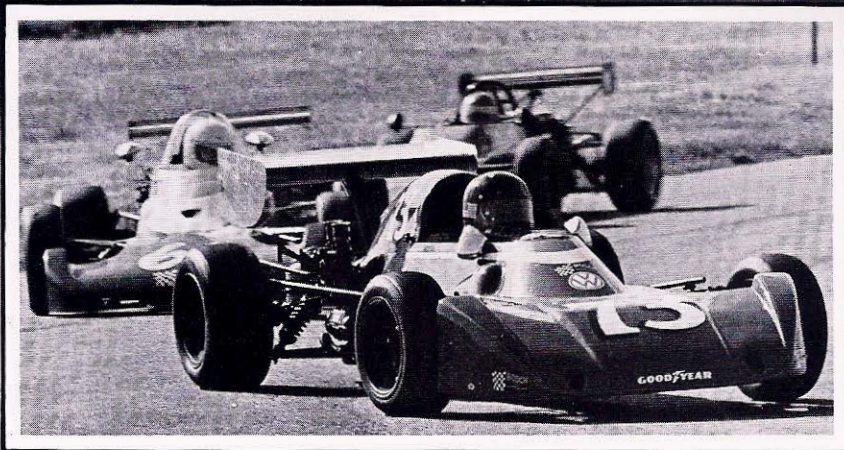
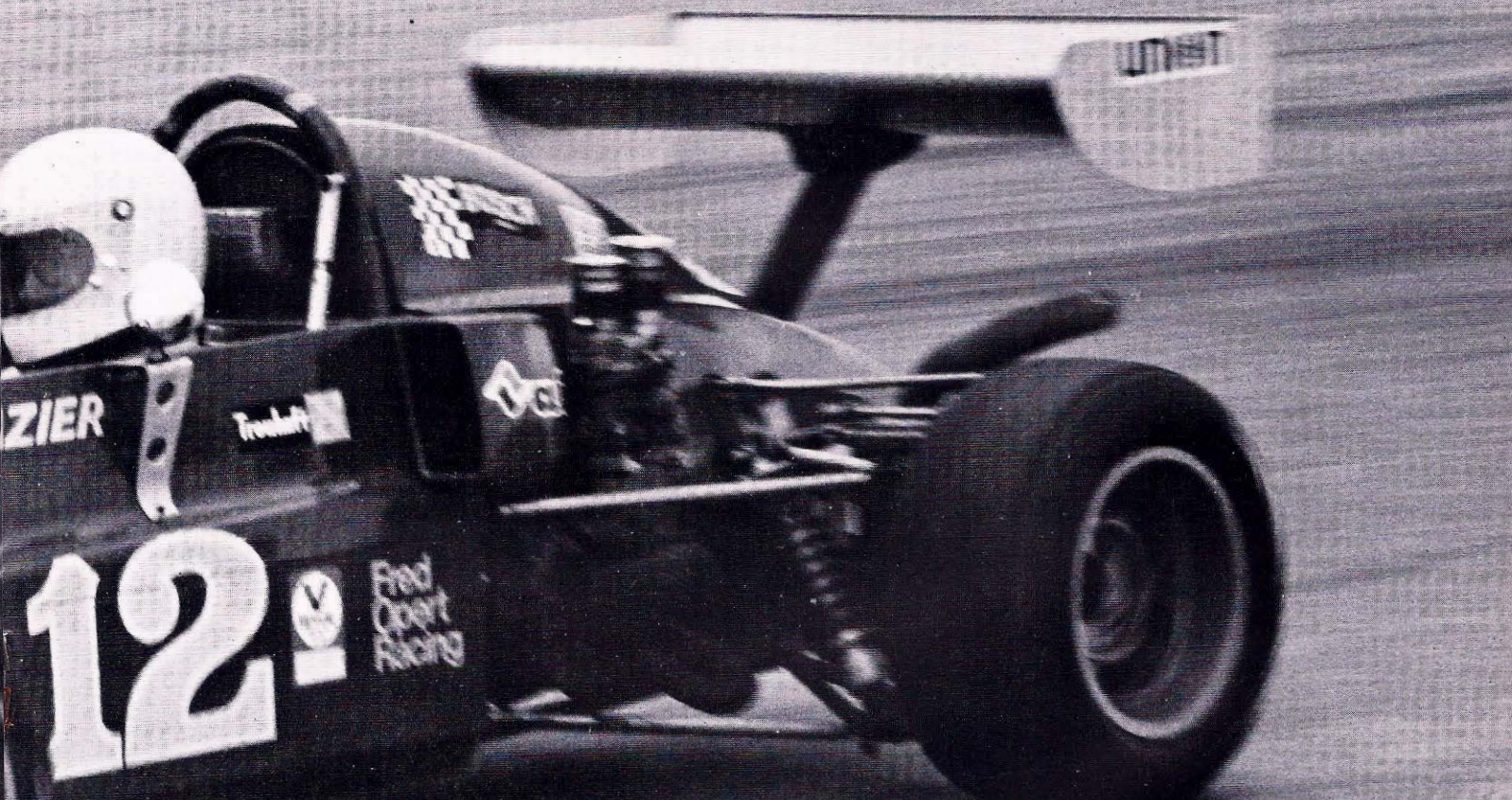
Fred Phillips, who was fastest during early practice sessions, qualified third with a time of 1:08.304. He would share the second row with Howdy Holmes in

the Wilbur Bunce/E-Z Wider Lola. Howdy was running quite well during the qualifying session and there was some dispute as to whether or not he should have been higher on the grid. Several watches in the pits had him at a speed which would have won the pole, but since official timers are not in the pits there was little that could be done. He would have to wait for the race to show what he could do.

Richard Melville and Eddie Miller shared the third row with times of 1:08.374 and 1:08.764 respectively. Miller, in the Haas Lola, was having difficulties throughout practice and qualifying and managed to turn the sixth fastest time in spite of the fact that he only ran a portion of the qualifying session. Bob

Lazier and Herm Johnson were in seventh and eighth, with times more than a second off of Scott's pace. Dick Ferguson and Peter Moodie in the second Wilbur Bunce Lola completed the top ten. Daytona winner Tom Bagley had his Kent Oil Zink in eleventh spot. He possibly could have done better, but perhaps he was beginning to tire from the endurance stints that he had been putting in getting the Zink into running order. Tom is doing all of the work on the car himself and the strain of the effort shows at times. Bill Alsop put his Zeitler in the next spot on the grid. Among the remaining cars that attempted to qualify in the field of 29 it was notable that Billy McConnell managed to grab the second to last spot on the grid. His Tui was giving him fits in the engine department and he was never able

continued next page ►



(LEFT) The series' leading independent, Freddie Phillips, scored a popular win in his Elden. (ABOVE) Polesitter and Race Sensation, Benny Scott, in his Viceroy Lola. (SPREAD) Third place finisher Bob Lazier in the turn six corkscrew.

to get it sorted. His best time, in one of the few laps that he did run, was a 1:15.154, far below his normal effort. All the crew could do was go back to work and try and find the trouble so that the Essex Chemical car would go better in the final.

Because of the crowded schedule the Super Vee race was scheduled for a 9:00 AM start. That in itself isn't too bad, until you realize that the warm-up was held at 7:30. When you think about what time the drivers and crew had to get up in order to be set for the warm-up, you understand why there weren't many late parties on Saturday.

The 29 cars took the start under a clear sky, but the bitter cold and harsh wind which had settled over the Monterey Peninsula. It was definitely not the type of day that the Chamber of Commerce would boast about. Neuhoff got an excellent start, while Scott's was as bad as Neuhoff's was good. The young driver from Roanoke jumped into the lead, followed by Holmes, who took advantages of Bill's good start to take second place from fourth on the grid. Eddie Miller followed the leading pair, with Benny relegated to fourth. Melville, Phillips, Bagley, and Herm Johnson were all knotted in a tight bunch fighting for fifth. The field strung out a little as they came through turn nine to complete the first lap and the top four held their positions while the rest of the field battled behind.

Neuhoff and Holmes were able to put some distance between themselves and Fast Eddie after the first couple of laps, Howdy keeping his E-Z Wider Lola tucked right in behind Neuhoff's BSR Royale. Bill didn't falter under the constant pressure, the two ran nose to tail for the first third of the race. Eddie Miller found himself in an unpressured third spot on the fourth lap, when the struggle behind him resulted in both Scott and Melville spinning off in separate incidents. Scott dropped to ninth, Melville to 11th.

Suddenly on the eighth lap, Neuhoff had some of the pressure taken off as Holmes came coasting into the pits with a broken half shaft. It was the second time during the weekend that the normally reliable part broke on Howdy's car, and he joined Billy McConnell and Lee Mueller in early retirement.

Eddie Miller did his best to take up where Holmes left off and by the tenth lap was slipping the nose of his Lola right under Neuhoff's rear wing looking for a chance to get by. Behind, Phillips had a good grip on third place, followed by Herm Johnson, Bagley, Bob Lazier's Supernova, Scott and Melville, the latter two making excellent recoveries after their spins.

Miller continually harassed Neuhoff until finally on the 14th lap Bill made an error. He missed a shift, which caused a terminal rearrangement of the motor's

valves. With smoke pouring out the back, Neuhoff dejectedly rolled the car into the pit entrance and directly to the paddock, his race run. Miller now found he had a comfortable cushion of several seconds over Phillips and all he had to do was motor calmly to the finish in the remaining twelve laps to claim his second race in a row. It looked as if Phillips would again be the bridesmaid, delegated to runner-up spot as he chased the Lola around the circuit.

Behind Miller and Phillips, the action had warmed to the point where it was downright hot. Scott seemed determined to atone for his early sin and was pushing his Lola to an extent that he hadn't known he was capable of. He was turning laps right near his qualifying times, weaving through backmarkers and picking off cars in front of him. He set a new course mark of 1:07.61, which was faster than his qualifying time. By the 17th lap he had moved back into fourth spot behind Miller, Phillips, and Bagley. Less than two car lengths were separating Bagley, Scott, and Herm Johnson as they battled for position during the next couple of laps. Lazier laid back just a bit behind the trio, figuring that the way they were going at it, one of them would have to make a mistake and he could get by. Miller, at that point, held a seven second advantage over Phillips, who was in turn three seconds up on the snarling pack behind him.

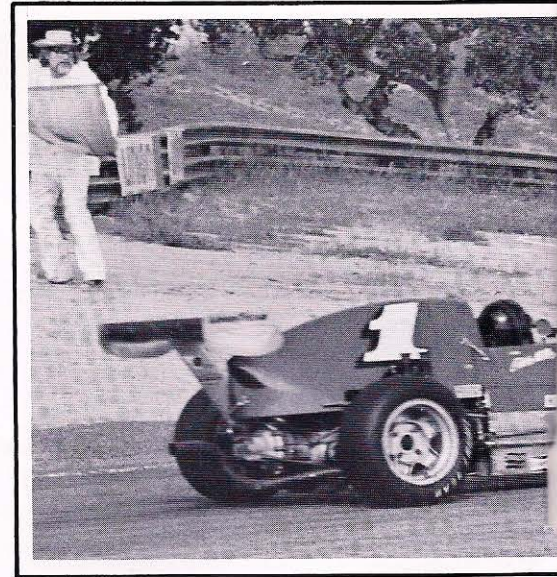
The leaders were motoring along comfortably while the intensity behind grew. Phillips could see the melee in his rear view mirrors and was probably quite thankful to be where he was, although frustrated that he couldn't make any ground up on Miller. Suddenly, on the

Howdy Holmes exhibits the style that got him the E-Z Wider sponsorship as he "smokes it" under braking into turn six, Benny Scott and Eddie Miller follow. ▼

Antoni Cortes Photo



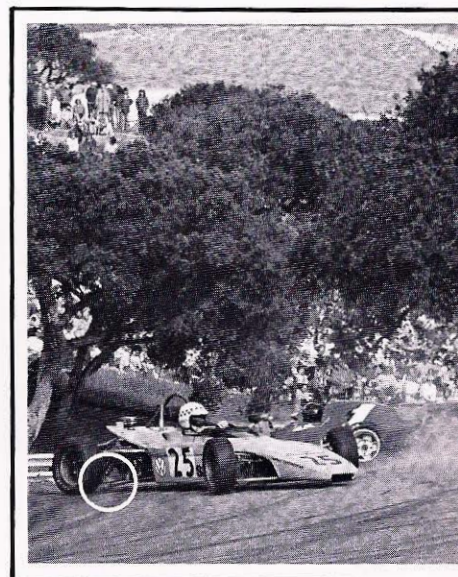
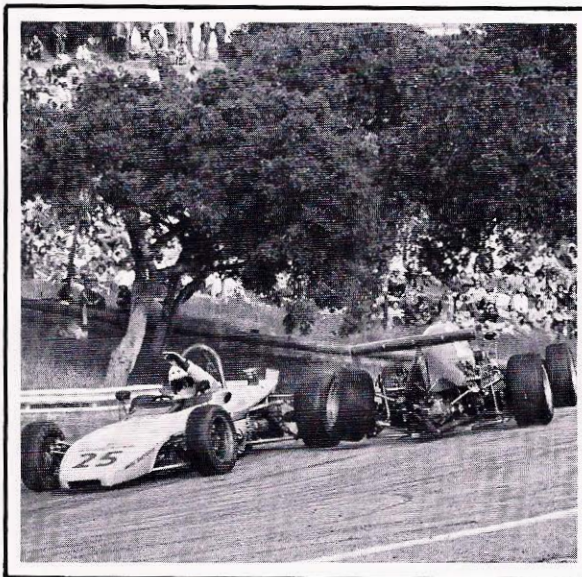
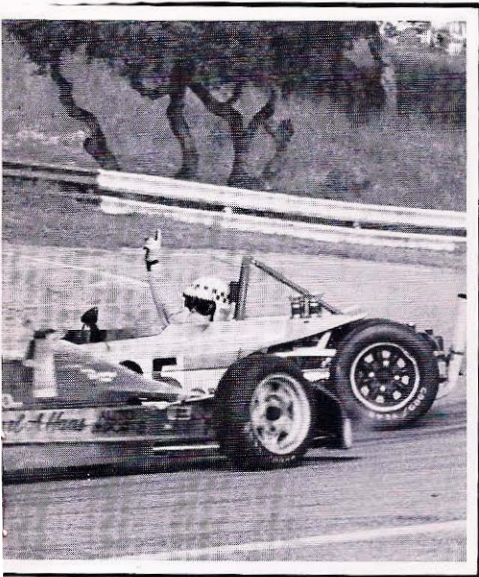
Antoni Cortes Photos



The Dykes, Miller incident: note the broken radius rod on Dykes' car (circled in the third photo), the reason for the spin. ▲

23rd lap, fate played her hand. Miller was working his way through the corkscrew when Ron Dykes spun in front of him. The two came together, forcing both into retirement. Phillips, who has been steady all season, found himself in a position to take advantage of the situation. All he had to do was hold on for two more laps for the win.

You always hear how a race driver can imagine every possible thing going wrong with the car when he is in the lead and nearing the checkered flag. The competition does not come from the outside, from the other cars, it comes from the inside, in his mind. His hearing becomes a thousand times more acute as he suddenly hears every moving part on the car making a racket. He can hear the pistons



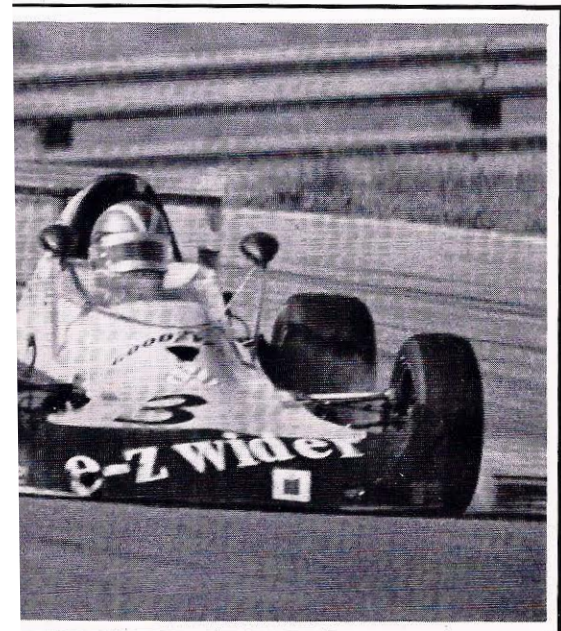
slap, the gears mesh, sounds that were never noticed before, each one causing a small surge of adrenalin as he is certain that whatever it is, it is going to cause the car to cease its forward progress. The ears are not the only sense which becomes more attuned. Eyes focus on the tires and spinning rapidly as they are, you are certain that you can see blisters forming on each of the rubber orbs, or you are certain that the right rear, the one you can't see, is going soft. You cast a wary eye to every other car in your path, certain in your mind that each driver in front of you is a trained hit man, with his object to keep you from winning. Your tactile senses are probably the most persistent of all. From your finger tips to the seat of your pants, you feel that the entire car is coming apart underneath you. All in all, the last two laps in the lead is a pleasure/pain experience at its peak. The two minutes last two days.

All of those thoughts were passing

through Fred's mind and some were passing through to the motor. It was beginning to smoke slightly and the cars behind were closing in. As the top three came down for the penultimate lap, Bagley had moved right onto the Elden's tail. Scott was scant inches behind. Bagley made a bold move to get by on the back portion of the course and failed, losing him not just the second spot, but third as well. Now it was Benny's turn. As they crossed the line to start the last lap Benny was tucked in behind Fred, probing, hoping to find some spot where he could get by. Hat it been another track, he might have had a chance, but Laguna Seca is simply not conducive to passing. Also Fred was uncanny in his ability to make the Elden seem wider than it actually was. Benny's only shot would be to try and outdrag Phillips out of turn nine for the checkered.

The two came down the hill through turn eight almost side by side. Fred had the line through the near hairpin at nine while Scott chose to cut the turn short and take the inside line upon exiting. It almost worked, but not quite. Benny fell .29 seconds short at the end after a remarkable come-back. Fred had a richly deserved first victory of the season. Behind, Bob Lazier took advantage of Bagley's ill-fated attempt at the lead to claim the third spot while the Zink driver held on for fourth. Herm Johnson, in his first start of the year, dropped back at the end and lost fifth to Melville after fighting for third for most of the race. Dick Renard drove a steady race to a seventh place finish, followed by Harry MacDonald in the BSR Royale. Peter Moodie was ninth in the other Wilbur Bunce Lola, followed by West Coast drivers Jim Ashton, Chuck Montague, and John Barringer.

The victory moved Phillips into the lead in the Gold Cup standings and the teams packed up to move south for the Riverside event the following weekend. ■



STARTING GRID

BENNY SCOTT Vicroy BAR Lola T-324 1:07.808	BILL NEUHOFF Bill Scott Racing Royale 1:08.047
FRED PHILLIPS Elden Mk-14 1:08.304	HOWDY HOLMES Wilbur Bunce E-Z Wider Lola 1:08.357
RICHARD MELVILLE Heppental Lola T-324 1:08.374	EDDIE MILLER Carl Hans Lola T-324 1:08.764
BOB LAZIER Tivoli Lodge Supernova 5 1:08.861	HERM JOHNSON Lola T-322 1:09.423
DICK FERGUSON Tui BH-3 1:09.520	PETER MOODIE Wilbur Bunce Racing Lola 1:09.682
TOM BAGLEY Kent Oil Zink 1:09.801	BILL ALSUP Zeitler Tui BH-3 1:09.817
DICK RENARD Renson Automotive Lola 1:09.872	HARRY MACDONALD Bill Scott Racing Royale 1:09.892
JIM ASHTON Lola T-252 1:10.161	JERRY JOLLY Lola 1:10.214
JOHN HANCOCK Tui BH-3 1:10.736	JOHN BARRINGER Bill Scott Racing Royale 1:11.125
HAROLD KIRBERG Lola T-322 1:11.333	WALLY FARRELL Lola T-320 1:11.401
MARK ISAACS Heppental Royale 1:11.596	JERRY DEMELE Dowden-Demele Racing Lola 1:11.902
JOHN KALAGIAN Lynx D 1:13.479	TERRY VISGER Lola T-250 1:14.009
STEVE SALEEN Tui AM 29 1:14.266	BILLY MCCONNELL Essex Chemical WMR Ent. Tui 1:15.154
RON DYKES Royale RP 9 1:17.402	K. SCHLEY Tui AM 29 No Time
CHUCK MONTAGUE Crossle 24F No Time	LEE MUELLER Lola T-322 No Time
PETE PITTMAN Aardvark No Time	

OFFICIAL RESULTS OF 50 MILE IMSA-ROBERT BOSCH VW GOLD CUP AT LAGUNA SECA, CALIFORNIA Sunday, May 4, 1975 Run over 1.9 Mile Course (26 laps)

1. Fred Phillips, Elden Mk-14, 26. 2. Benny Scott, Lola T-324, 26. 3. Bob Lazier, Supernova 5, 26. 4. Tom Bagley, Zink, 26. 5. Richard Melville, Lola, 26. 6. Herm Johnson, Lola T-322, 26. 7. Dick Renard, Lola, 26. 8. Harry MacDonald, Royale, 26. 9. Peter Moodie, Lola T-324, 26. 10. Jim Ashton, Lola T-252, 26. 11. Chuck Montague, Crossle 24F, 26. 12. John Barringer, Royale, 26. 13. Terry Visger, Lola T-250, 26. 14. Wally Farrell, Lola T-320, 26. 15. Bill Alsup, Zeitler Tui BH-3, 26. 16. Harold Kirberg, Lola T-322, 26. 17. John Hancock, Tui BH-3, 26. 18. Steve Saleen, Tui, 26. 19. Jerry Jolly, Lola, 26. 20. Eddie Miller, Lola T-324, 22. 21. Pete Pittman, Aardvark, 22. 22. John Kalagian, Lynx, 20. 23. Ron Dykes, Royale, 18. 24. Mark Isaacs, Lola, 15. 25. Bill Neuhoff, Royale, 13. 26. Jerry Demele, Lola, 10. 27. Howdy Holmes, Lola, 8. 28. Lee Mueller, Lola, 4. 29. Billy McConnell, Essex Tui, 1.

POINT STANDINGS (After 4 races)

Fred Phillips 47 pts; Richard Melville 38 pts; Bob Lazier 32 pts; Tom Bagley 30 pts; Benny Scott 28 pts; Eddie Miller 20 pts; Howdy Holmes 20 pts; Jon Batchelor 15 pts; Red O'Conner 15 pts; Bill Alsup 14 pts; Bill Neuhoff 11 pts; Billy McConnell 8 pts; Peter Moodie 8 pts; Harry MacDonald 7 pts; Galen Lyons 7 pts; Herm Johnson 6 pts; Lee Mueller 5 pts; Dick Renard 4 pts; Volker Bruckmann 4 pts; Kirk Stowers 2 pts; John Hancock 2 pts; John Barringer 1 pt; John Ashton 1 pt.



Lauda and Regazzoni lead off the line.

Jeff Hutchinson Photos

A Black Day In Spain

Mass "Wins" Spanish Tragedy

by Jeff Hutchinson

If ever a race was destined for disaster it was the 1975 Spanish Grand Prix. From the moment the cars were first rolled from the back of their transporters things started to go wrong. They got worse and worse and culminated in the abandonment of the race on lap 29 of the scheduled 75, following an accident involving the leading Hill/Lola of Rolf Stommelen. As his car mounted the sweeping uphill left-hand corner just after the pits, the rear aerofoil suddenly snapped off, sending the car hurtling over the safety barrier and into the crowd, killing five and injuring eight more. Stommelen was one of the lucky survivors, suffering only a broken arm, leg, and ribs.

Three laps after the accident the race was stopped. Jochen Mass was leading in his Marlboro-Texaco McLaren and was declared the winner, his first Grand Prix victory which no doubt he and the other ten drivers still running at the end will wish to forget.

Jacky Ickx's Lotus 72 was classified second, the only other car on the same lap as Mass. Jean-Pierre Jarier was originally classified in third place, but was dropped to fourth after Brabham boss Bernie Ecclestone protested Jarier for passing Carlos Reutemann's Brabham

under the yellow flag shortly before the race was stopped.

It was a tragic finish to a nightmare weekend.

entry & qualifying

The nightmare started long before the first of the four planned practice sessions on Friday morning. After a circuit inspection by the GPDA all the drivers except Jacky Ickx and Vittorio Brambilla refused to take part in the first day's practice because of the state of the metal safety barriers which line the entire Montjuich Park circuit. Laid out on normal park roads, the 3.79 km track is lined right to the edge with metal barriers. At an average speed of just under 100 mph the Armco leaves no room for error. When the drivers inspected the circuit to check that the recommended third layer of Armco had been installed they found that half the bolts and/or safety washers were missing and in some places the barrier was actually lashed together by wire! It was an open invitation for a repeat of the U.S. Grand Prix tragedy when Helmut Koinigg was killed because the barrier rails parted and his car slid between.

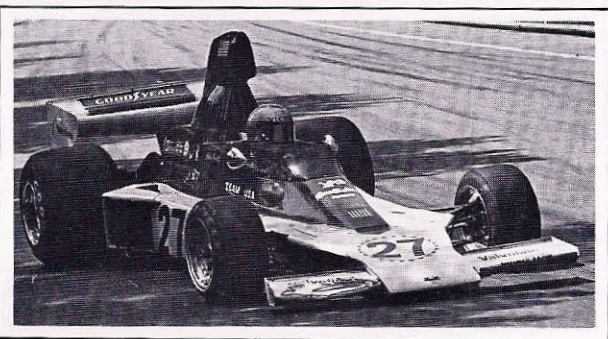
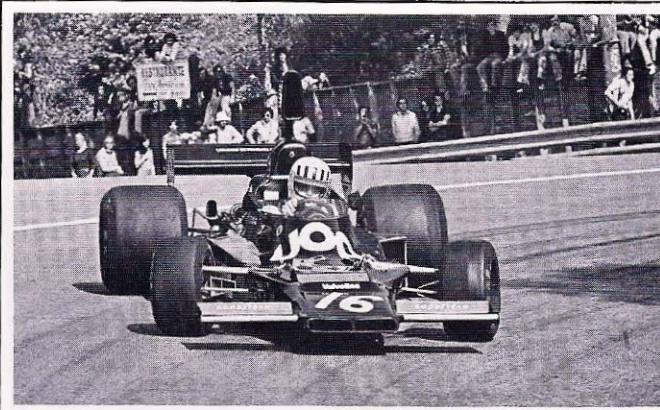
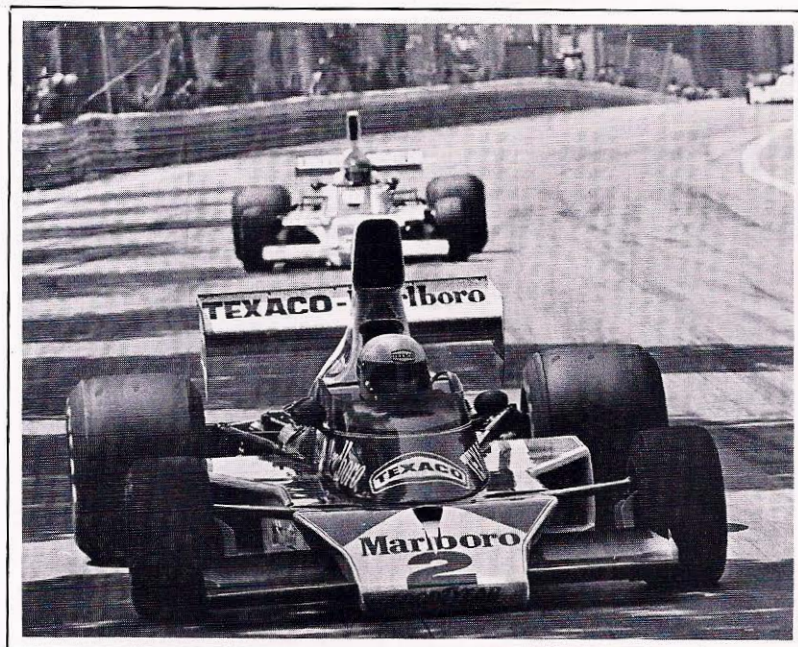
"We will not race until the barrier has been properly secured according to the

CSI regulations," said the drivers to the Press after the whole of Friday had been spent in discussions between the drivers, CSI representatives, and the race organizers.

The organizers promised to set men to work all night to put things right by Saturday morning when the GPDA would make a second inspection and decide if the circuit was safe enough to start practice.

By Saturday morning little had changed. More bolts had been put in place, but most of those were no more than finger tight. Mechanics and team managers joined circuit workers in a bid to make the barriers safe by the final practice, but when the time came things were still not right. More closed talks among drivers and this time a statement by the CSI, which in effect read, "Yes we know the circuit is not 100 percent correct, but in our opinion it is not dangerous enough to warrant cancelling the event."

The drivers still did not agree, although by this late stage team managers were beginning to put pressure on them to drive and reluctantly, one by one, they began to fall in line. The final vote, however, was nine for and the rest against and it looked as though there might be no race at all.



(ABOVE) First place finisher Jochen Mass in his Texaco-Marlboro McLaren. (ABOVE RIGHT) Tom Pryce - UOP Shadow. (RIGHT) Mario Andretti led a good part of the race in his Parnelli.

The the organizers dropped their bombshell. They announced, "Unless you race we shall impound the cars for 30 days for breach of contract." That did it. The drivers donned their helmets and despondently took to the track for the final 90 minutes of practice. All the drivers practiced, but for Emerson Fittipaldi it was a protest appearance. He completed only seven slow laps with his hand held in the air, his time way outside the minimum qualifying time.

"Because of the short practice period we will allow you to start the race," said the organizers, but Emerson's answer was still a firm "No".

Fastest time of the 90-minute practice period were put up by the two Ferrari 312T's of Niki Lauda and Clay Regazzoni, both getting inside Peterson's 1:23.8 lap record. Lauda took pole position with a 1:23.4, while Regazzoni took a questionable second fastest time of 1:23.5 in the closing minutes which was extended by a further 15 minutes following an accident. Patrick Depailler had slid wide on one corner and damaged the rear wing and nose section of his Tyrrell against the barrier.

Like most of the entries, the two Ferraris featured revised water and brake ducting to help overcome the extra work of both systems around this demanding circuit.

Next quickest was the Hesketh of James Hunt with a best of 1:23.8, .1 second ahead of Mario Andretti's Parnelli.

Despite brake problems, Vittorio Brambilla headed the third row with a 1:24.2 driving a brand new March 752. Although exactly the same layout as his

original 752, the new car was considerably lighter. New magnesium front uprights, magnesium bulkheads, and rear cross members helped account for most of the forty pound weight saving.

John Watson was once more showing strong form in his usual Surtees TS 16, the Irishman reeling off a 1:24.3 for sixth. Patrick Depailler's 1:24.4, set before his accident, was fast enough to take seventh place, both his Tyrrell and the second car of Jody Scheckter now in the same trim as the 'experimental' car Jody wrote off while practicing for the South African Grand Prix.

Besides Depailler came Pryce in the first of the two UOP Shadow entries. Pryce doing particularly well considering it was his first time at the track. A new spare chassis had been built for this race, which featured bigger front brakes, but was never used. Both cars were fitted with bigger rear brakes.

Next quickest was Stommelen driving the revised Hill/Lola first seen in South Africa, new detail changes being lightweight carbonfibre wing mounts which were to be the cause of the tragedy.

Beside Stommelen was Jean-Pierre Jarier's Shadow.

Heading the sixth row was eventual winner Jochen Mass' McLaren destined to be the only McLaren to run the race. Both Mass' and Fittipaldi's race cars were fitted with their normal rising rate front suspension, the top link angled at 90 degrees to the chassis making both cars, in effect, the long wheelbase version used by Fittipaldi in South Africa. The old semi-rising rate set up used at Brands Hatch practice and at Silverstone during the

race was still fitted to Emerson's spare car and never used.

Peterson came next driving his usual Lotus 72 still fitted with the cable link to the torsion bar as used at Silverstone, otherwise there was nothing very new from Lotus. It seems that the all new car is now scheduled to appear at the end of the European season, and when it does it will be all new with a rumored Lotus transverse gearbox arrangement.

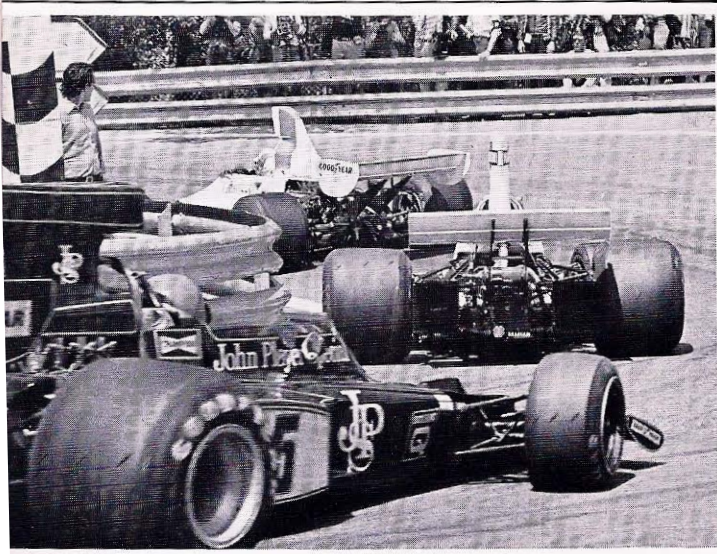
Jody Scheckter headed the seventh row with the second Tyrrell, Pace putting his Martini Brabham along side ahead of teammate Carlos Reutemann in the second Brabham. Next to Reutemann was Ickx in the second Lotus 72.

Heading the ninth row was Mark Donohue's Penske, Mark finding 90 minutes precious little time to learn this Mickey Mouse circuit, while beside him English new-comer Tony Brise showed fine form in the Williams normally driven by Lafitte. Brise got his F1 chance because Lafitte was busy winning his third of the four European F2 rounds run to date, this time at the Nurburgring.

The tenth row of the grid was headed by Dutch newcomer Roelof Wunderink making his Grand Prix debut in the old Mo Nunn Ensign. the new car not quite yet ready. Beside him was yet another Grand Prix debutant, Alan Jones having his second race in his newly acquired Hesketh after a good first outing at Silverstone.

Wilson Fittipaldi got himself off the back row of the grid for a change with his Copersucar to head the eleventh row, his car now featuring a nose shape and revised cockpit shape amongst several detail

continued next page ▶



Stommelen, Pace and Ickx battle for the lead.

changes, continuing the cars steady development. Next to him was Frenchman Francois Migault making a return to Grand Prix racing at the wheel of Graham Hill's usual Hill/Lola, Migault getting his second chance to make good in F1 thanks to the semi-retirement of Hill who has now gone in to the constructor business. A new all Hill chassis is due to appear shortly. It was not Migault's weekend, however, for on Thursday before the race he managed to break three teeth and do his face a lot of damage after falling from a trials bike somewhere deep in the Spanish countryside, while in practice he stopped out on the circuit for 20 minutes with a dead ignition circuit.

On the twelfth row was Bob Evans' BRM P201, Evans pointing somewhere down between his legs to explain his slow 1:28.8. Joining him was Lella Lombardi's March 752. Lella avoided the embarrassment of having to point out what she

has not got like all the other drivers, for her problem was no fifth gear and an engine that lost all its oil pressure.

Right at the back of the grid was Arturo Merzario who, like Fittipaldi, had made only a few slow protest laps which were just quick enough to get him in the race. Merzario was driving the new Williams 004 for the first time, the car looking very similar to its predecessor other than a revised cockpit and airbox shape. There was no time to fit side mounted radiators which the car will have after this race, while the suspension looked to have detailed changes. The nose shape was the same Hesketh-style fitted to his old car for the last couple of races.

race

After all the dramas of the previous two days, and a half hour delay before the start of the race, tension was at its highest among drivers and onlookers as the cars eventually lined up for the start minus the World Champion and with Arturo Merzario and Emerson's brother Wilson only intending to do one slow lap before pulling out with "mechanical problems".

When the Spanish flag finally fell the two Ferraris led the 25 cars away over the hill beyond the pits, but by the end of the first lap neither of the screaming flat-12 red Italian cars was to be seen. Instead it was the Hesketh of James Hunt leading a well spaced out Andretti and Watson, the rest of the pack almost the entire length of the pit straight behind. As the field had gone out of sight, Watson had nudged Andretti's back wheel going over the hill. Andretti had been pushed into Lauda, who slewed around sideways into the barriers and was collected by his own teammate Regazzoni. Lauda was out immediately with bent suspension, while Regazzoni limped back to the pits with a punctured front tyre and smashed nose

section, which took four laps to repair and effectively ended his chances. The drama had only just begun.

Depailler was the next to go on lap 2 when he nudged the barrier and deranged the rear suspension, while after three laps Scheckter, Donohue, and Jones were also out. Scheckter's car had blown its engine leaving the Penske and the Hesketh to collect each other when they spun on the oil.

Hunt's strong lead lasted until lap six when he also spun and finished his race against the barrier. "I came up to the place Jody had lost his oil and took it easy, but then about 100 yards down the road I spun on something else all over the road, which I can only imagine had come from Donohue's car which the marshalls had pushed further down the road.

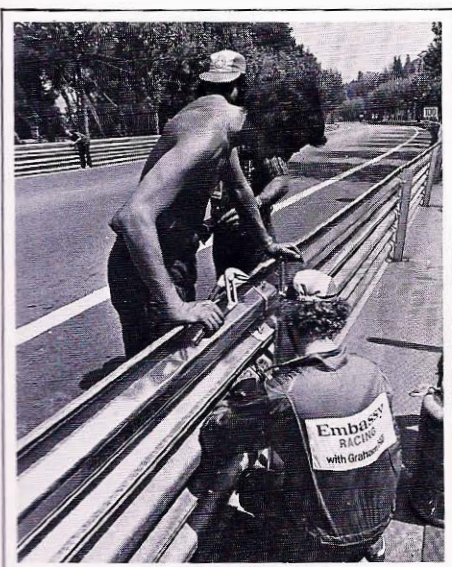
It was now Andretti leading the race ahead of Watson, Stommelen, Brambilla, Pace, Peterson, Mass, Ickx, Jarier, Brise, and Migault, but a lap after Hunt's crash both Brambilla and Jarier were caught out on the same slippery stuff which was still not being flagged. After kissing the barrier both Jarier and Brambilla were lucky to get away with no more than punctured tyres which cost them both a lap by the time they stopped and changed wheels.

It was a crazy race and getting crazier by the minute. Evans retired the BRM out on the circuit with ignition problems, while on lap 11, Watson, then in second place, stopped at the pits to check out the suspension after he clipped the barrier at the same place as Hunt.

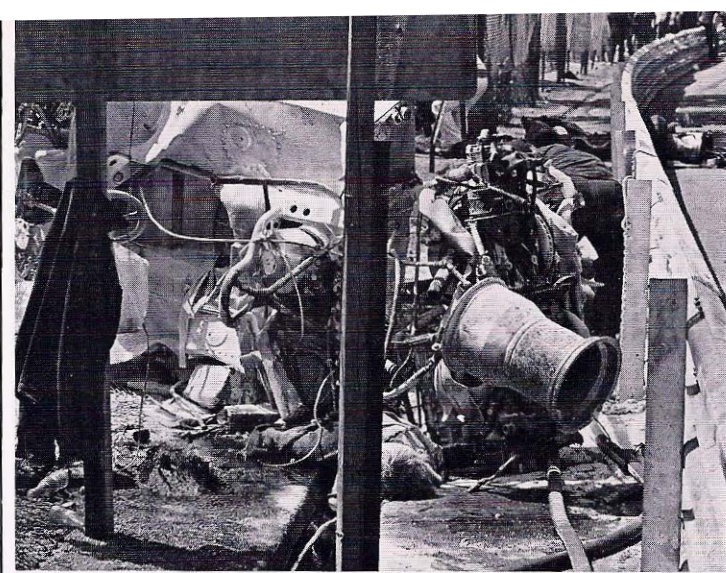
Lap 12 and Migault spun and was hit by Wunderink, both cars stopping at the pits for repairs before eventually continuing.

By lap 15 Andretti was holding a firm 20 second lead over Stommelen who was involved in a great battle holding off Pace and Peterson for second place.

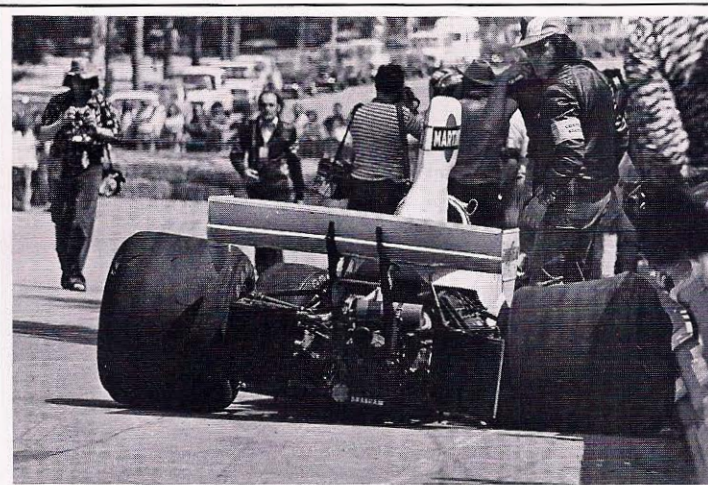
It looked as though the Parnelli was



Rolf Stommelen's crew fastens up the Armcoc at the very spot of the accident.



The aftermath of a tragedy.



Jeff Hutchinson Photos

about to score its first GP win, for during the opening laps Andretti had set fastest lap despite a bent front spoiler. On lap 16 the Parnelli was out. Andretti pulled into the pits with a rear link broken on the suspension which had taken more of a blow from Watson than he had thought.

Team Manager Dick Scamell explained, "I thought he had got away with it, but when he stopped at the pits we found the rear wheel knocked out of line which caused the suspension failure. Mario did not notice it however, because the nose damage balanced out the rear damage."

With so few cars still left unscathed, Tom Pryce added two more to the list of pit callers when for no apparent reason he rammed the back of Brise going into the hairpin. He managed to take sixth place because of the incident, so I suppose that was reason enough, but held it only for a couple of laps when he was forced into the pits to have a bent grounding front spoiler tended to. Brise continued a lap down after checking out suspension damage which let Reutemann through into sixth place, the Argentinian one of the few lucky drivers to have a spin and not hit anything.

With Andretti out, the battle for second place now became the battle for the lead, Stommelen doing a great job holding off Pace and Peterson and all three cars running nose to tail. Somewhere around the circuit on lap 24, Peterson got tangled with a backmarker and retired to the pits with bent front suspension leaving just Stommelen and Pace battling for the lead, the German and his Hill/Lola both leading a Grand Prix for the first time in their careers.

It was at the start of the 16th lap that the tragedy occurred. Pace explained after the accident, "I saw the wing fly off first and then Rolf's car turned sharp left into the barrier, bounced back across the road and I went underneath it as it flew through the air. I do not know if I touched the Lola or not, but bits were all over the road and several hit the front of my car. I went across the road and smashed

into the barrier on the right ahead of Rolf's car."

The Brabham was fortunately held by the barriers and ran to a stop at the bottom of the hill with the right side suspension badly damaged and Pace unhurt, while the Lola mounted the barrier, ran along the top and was virtually cut in half by a lamp post mounted just inside the barrier. Ironically, Rolf's own mechanics had spent Saturday morning securing the Armo properly at exactly the same spot. The barrier stayed firmly in place, but the car rolled over the top ending up on its side half way into the crowd. Despite the catastrophe and one fire marshall among the fatally injured, the remaining fire marshalls quickly sprayed the car with extinguisher powder to prevent any fire from the petrol which was flowing like a river down the track.

During the melee that followed both Ickx and Jarier passed cars under the

yellow flag, Ickx taking the lead from Mass, but then losing it again on the last lap when he could not get a gear, so Mass still finished in the lead when the race was stopped after the 29th lap. Jarier had taken third place from Reutemann, but he was reclassified to fourth after a protest. Both Ickx and Jarier were fined around \$400 for passing under the yellow.

The list of the dead included an Italian and a Spanish journalist, a fireman, a course marshall, and a small boy.

It was a black weekend in the history of Grand Prix racing, the consequences of which will no doubt be far reaching in the weeks to come. The next race on the calendar is the Monaco Grand Prix, around a similar barrier lined road circuit, the security of which has also been much talked about during the past couple of years. Following this accident it could well be the last race around this kind of circuit. ■

STARTING GRID

NIKI LAUDA Ferrari 312T/03 1:23.4	CLAY REGAZZONI Ferrari 312T/02 1:23.5	M. ANDRETTI Parnelli VPJ4-2 1:23.9
JAMES HUNT Hesketh 308/2 1:23.8	JOHN WATSON Surtees TS16/04-4 1:24.3	TOM PRYCE Shadow DN5/2 1:24.5
V. BRAMBILLA March 751-03 1:24.2	F. DEPAILLER Tyrrell 007/4 1:24.4	JEAN-PIERRE JARIER UOP Shadow DN5/1A 1:25.0
ROLF STOMMELEN Hill/Lola T371/1 1:24.7	JOCHEN MASS McLaren M23/8 1:25.2	R. PETERSON Lotus 72E/9 1:25.3
J. SCHECKTER Tyrrell 007/6 1:25.4	C. REUTEMANN Brabham BT44B/1 1:25.8	CARLOS PACE Brabham BT44B/2 1:25.8
MARK DONOHUE Penske PC1-002 1:26.3	TONY BRISE Williams FW003 1:26.4	JACKY ICKX Lotus 72E/5 1:26.3
R. WUNDERINK Ensign MN1-01 1:26.6	ALAN JONES Hesketh 308/1 1:26.7	W. FITTIPALDI Copermarc FP-02 1:27.2
BOB EVANS BRM P201/5 1:28.8	L. LOMBARDI March 751/02 1:30.5	F. MIGAULT Hill/Lola T370/02 1:27.9
A. MERZARIO Williams FW-004 1:54.3		

Results

Spanish Grand Prix
Montjuich Park, Barcelona
75 laps, 284.4 kilometers

1. Jochen Mass, McLaren M23, 42min. 53.7sec. 153.764 kph
2. Jacky Ickx, Lotus 72E, 42min. 54.8sec.
3. Carlos Reutemann, Brabham BT44B, 28 laps.
4. Jean-Pierre Jarier, UOP Shadow DN5, 28 laps.
5. Vittorio Brambilla, March 751, 28 laps.
6. Lella Lombardi, March 751, 27 laps.
7. Tony Brise, Williams 003, 27 laps.
8. John Watson, Surtees TS16, 26 laps.
9. Rolf Stommelen, Hill/Lola T370, 25 laps.
10. Carlos Pace, Brabham BT44B, 25 laps.
11. Clay Regazzoni, Ferrari 312T, 25 laps.
12. Ronnie Peterson, Lotus 72E, 23 laps.
13. Tom Pryce, Shadow DN5, 23 laps.

Race halted after 29 laps because of an accident

Fastest Lap:

Andretti, Parnelli, 1:25.10, 160.356 kph.

WORLD CHAMPIONSHIP (after 4 rounds)

Emerson Fittipaldi, 15 pts; Carlos Reutemann, 12 pts; Carlos Pace, 12 pts; Jochen Mass, 9½ pts; Jody Scheckter, 3 pts; James Hunt, 7 pts; Patrick Depailler, 6 pts; Clay Regazzoni, 6 pts; Niki Lauda, 5 pts; Jacky Ickx, 3 pts; Jean-Pierre Jarier, 1½ pts; Vittorio Brambilla, 1 pt; Lella Lombardi, ½ pt.

Because the race was not two-thirds completed in Spain the first six positions were awarded half the usual points.

CONSTRUCTORS' WORLD CHAMPIONSHIP

Brabham-Ford 21 pts; McLaren-Ford 20½ pts; Tyrrell-Ford 11 pts; Ferrari 8 pts; Hesketh-Ford 7 pts; Shadow-Ford 1½ pts; March-Ford 1 pt.

POCONO

The Only Thing That Stopped Mario From Winning The Pocono F-5000 Event Was Rain

by Gordon Kirby

Late on Saturday night after two hard days of practice the rows of garages in the Pocono Speedway were still bristling with activity. The pace of practice had been fast enough and the prospects for the race demanding enough that a fresh engine was an unquestioned necessity if one were to have any hope for success on the morrow. In the Viceroy garage the mechanics were bolting a new Chevy into pole winner Mario Andretti's Lola. Further down the row the Shadow crew was finishing off on Jackie Oliver's brand new F5000 machine and across the way the Chaparral crew was tying Brian Redman's Lola T400 up to a new engine. Tomorrow they were expecting one of the toughest races that any of them had yet seen in F5000.

But before those hard-working mechanics could fall into even a short sleep they were disturbed by the slapping of rain against the garage roofs. It was one of those rain storms that starts like a light spring shower only to slowly grow stronger until, after a few hours, you realize it's going to be a long, soaking down-pour. Hours later as the sky turned its blackness into a duel, molten grey, Pocono Speedway was turning itself into a thick mudbath.

Much of the front straight was under water and portions of the infield circuit were lost beneath wide, stagnant puddles. The clay earth that forms much of the basin within the Superspeedway would absorb no more of the still pouring rain and as the time of the morning warmup approached it became more and more obvious that there was little hope of this opening Formula 5000 actually taking place.

By Mid-day the decision had been made to postpone the race. There were a few people who wanted to plug on but most of the drivers and team managers agreed with the decision. The organizers offered every qualified car \$500 and

guaranteed them the same starting positions for the new June 1st race date.

As the transporter motored away from Pocono that rainy afternoon their occupants were undoubtedly feeling unfulfilled. Suddenly they all had a full month to think about and prepare even more for a motor racing series that they now knew was going to be unlike anything North America has ever seen before.

entry

Nobody had much idea of what to expect when they had arrived at Pocono in the early days of May. Once before, in 1973, there had been a Formula 5000 race here but this time the circuit was going to be different than the rather unsatisfactory one that was used then. But a few laps around the 2.8 mile course soon told everyone that this one wasn't much better.

It utilized more than a mile and a half of the oval travelling in the reverse direction and traversed the infield via a succession of tight second and third gear corners. There was no curbing of any description through the infield and the road was marked by tire sections buried deep in the ground. Mario Andretti asked the SCCA representative if the place had been inspected by a CSI member, "First of all he told me that it had been, then I went out and looked at it and I came back and told him that was bull. He admitted to me then that it hadn't been checked."

Mario was quite rightly upset with that kind of attitude, for he had just returned from the disastrous Spanish GP. "They can't do things that way," he added, "this sort of thing has gotta be done right."

Heading the field of 23 cars for this first SCCA/USAC F5000 race of the year was the Champion Brian Redman in the latest Carl Haas/Jim Hall Lola. This was one of the latest T400 models which Jim Hall had been testing for more than a

month in Texas. The car carried different suspension geometry than standard at both ends of its chassis and there was a choice of mounting points offered for all of the inboard rear pickups. Each member of the team cheerfully confirmed that they had only just begun to come to grips with sorting the car out but all of them seemed to feel that they could make it into a good racing car.

The Viceroy sponsored Vel's Parnelli Jones team decided to leave their T400s at home and instead brought along a pair of last year's T332s, the second car for Al Unser updated to the same modified geometry specs as the car that Mario Andretti raced last season. Both cars were beautifully turned out, equipped with F1 Parnelli wings and powered by short-intake versions of Ryan Falconer's Chevrolet. The team had a stock of last year's Firestone tires on hand as well as the latest Goodyears in case the Firestones weren't up to snuff. Ken Roush, one of Firestone's top field technicians, had also joined the team to take care of their rubber demands.

The usual brace of privateer Lolas were also entered. In addition to Redman's there were two other T400s at Pocono, one for the Canadian veteran Eppie Wietzes and the other for Jon Woodner. Wietzes, starting his seventh season of Formula 500 under the colors of Joan Clayton's Formula Racing Team, had tested his car briefly at Mosport before coming down from Canada. His blue, green, and yellow T400 was fitted with the first of its McLaren engines. Woodner's car was also equipped with a McLaren engine and Jon had managed to get in some sorting time at both Willow Springs and Riverside. His car was painted in the black of Ted Field's Interscope Racing, a brand new team organized by Woodner over the winter and managed by the very experienced Carroll

Smith.

Other than the Viceroy T332s there were ten more examples of the 1974 model Lola on hand. Leading these was the Hogan Racing entry for David Hobbs, who, like Wietzes, was beginning his seventh year of F5000. Hobbs' Lola was the third machine to carry a McLaren engine and the only car that Carl Hogan will be running this season.

Francisco Mir's T332 arrived in much the same trim as it was when Lella Lombardi drove it last at Riverside. This year Vern Schuppan will be pedalling Mir's car and Vern was looking forward to a full American season of F5000 and Formula Atlantic. The affable Francisco underlined the serious nature of his effort this year as he beamingly introduced his new Chief Engineer Giordano Caserini who has spent the last six years working in the Ferrari F1 engine department.

Evan Noyes had entered his Lola/Bartz T332 which was yet again under the supervision of Roy Campbell. Former drag racer Danny Ongais brought along his Interscop Racing prepared Bell Electric Lola-Pink T332. This car is the ex-Wietzes machine with which Ongais hopes

to firmly establish himself in road racing ranks.

Last year's Championship-winning Lola T332 has been bought by Bob Bay, patron of Bay Racing, for young B. J. Swanson to drive. Bay has hired Jerry Eisert to prepare the car which must surely give Formula Ford graduate Swanson an excellent opportunity to show his capabilities. USAC man Jerry Karl was another in a T332, his owned by James LaBar, while other T332s were entered for John Gunn, John Benton, Steve Durst, and Bill Baker. One additional Lola was entered, that being the ex-Donohue T330 with Traco-built AMC motor for Dan Furey.

Ranged against this phalanx of Lolas were three American built cars. The same Mike Hillman-managed team which brought UOP last year's final CanAm crown have built themselves a F5000 version of their successful Formula One chassis and of course, it is CanAm champion Jackie Oliver who will pedal the car. The new UOP Shadow is type-numbered the DN6 and differs from the F1 car very little. Its tub is narrower as it must carry only 30 gallons of fuel, the spring rates

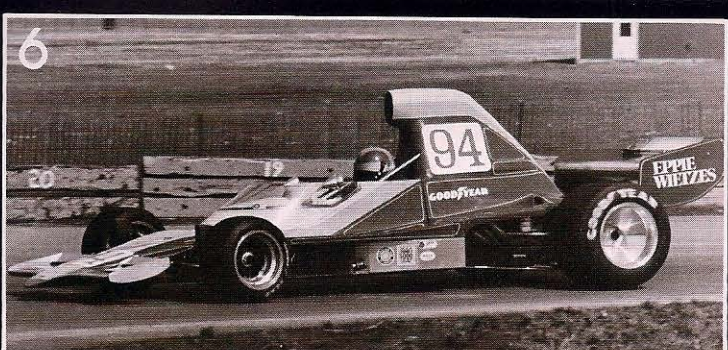
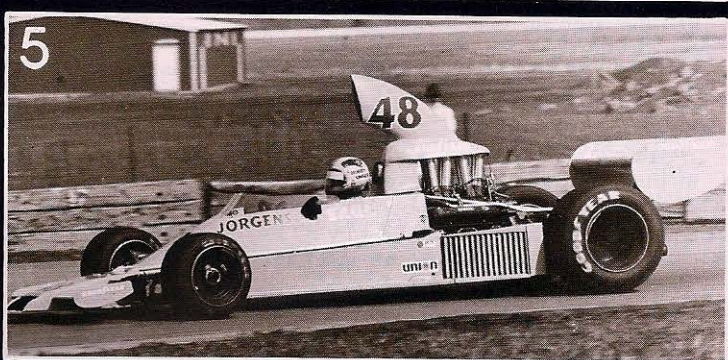
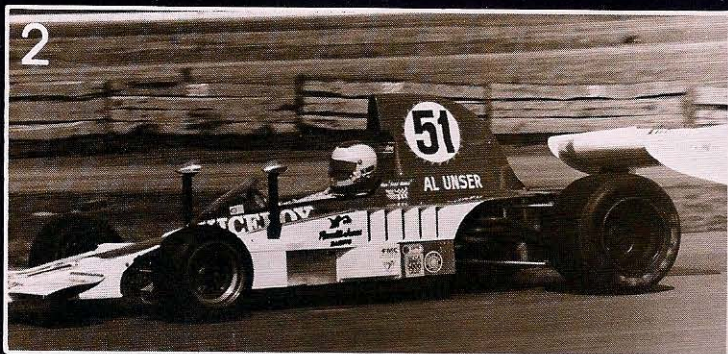
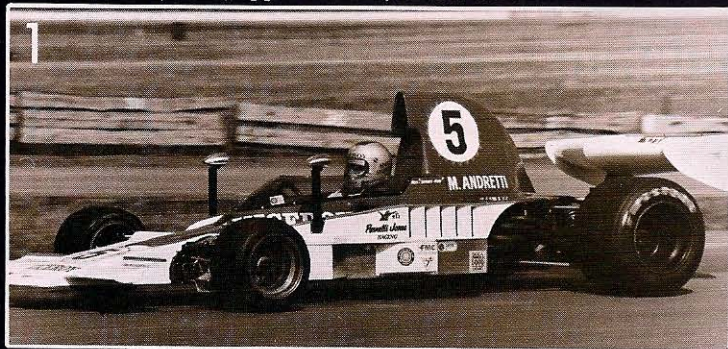
are modified to suit the different weight and balance of the Chevy engine and the rear suspension is tailored to the slightly larger F5000 rear tires. Otherwise the car is pure F1 even down to using the T200 gearbox and an F1 wing. The Shadow arrived at Pocono with very close to 1,000 miles of testing under its belly. "Unfortunately," said Mike Hillman, "nearly all of that was in the wet." Perhaps Shadow boss Don Nichols knew something...

Out of Dan Gurney's All American Racers shop came the '75 Eagle which James Hunt debuted last year and Bobby Unser has been testing all winter. Since its last public appearance the Eagle has had its oil radiator relocated to the nose (so that the leading fiberglass edge has been cut back a little) and carries huge antiroll bars front and rear. The rear bar is just about two inches in diameter and the front slightly thinner, but not much! Along with Unser filling the cockpit, the preparation of the car has been taken over by his USAC mechanics Wayne Leary and Butch Wilson.

Tasman Champion Warwick Brown had

continued next page ▶

Top qualifiers in order of speed. 1. Mario Andretti, Lola T332, pole position. 2. Al Unser, Lola T332. 3. Jackie Oliver, Shadow DN6. 4. Brian Redman, Haas/Hall Lola T400. 5. Gridded sixth behind Warwick Brown; Bobby Unser, Jorgensen Eagle. 6. Gridded eighth behind David Hobbs; Eppie Wietzes, Lola T400.



returned to America to drive Jack McCormack's lone works-assisted Talon MR1A. McCormack was on hand to supervise the Malloy-engined car, the crew of which is entirely "down under" in origin. The Talon was modified slightly from last year around the side radiator air outlets and wore a narrower airbox. Brown had driven the car briefly at Willow Springs and was eager to begin his American season.

The field was completed by a pair each of Marches and Chevrons. The Marches were John Cannon's ex-Barber 73A which had modified rear geometry and Horst Kroll's ex-Hutchinson 74A-Bartz. Both Chevrons were B24 models and each were as raced last year with the same men, Roger Bighouse and Dr. James Dunkel in the cockpits.

practice

The day before the first practice had been one of those strange northeastern spring days which seems much more like fall. It was bleak, cool, and rainy and the weather didn't begin to clear until mid-morning on Friday. Despite delaying the first practice session for well over an hour the track remained damp throughout the session.

Andretti spent much of his time running around on wet Firestones while Bobby Unser didn't bother to go out at all. Oliver began to try pretty hard with the Shadow and wound up fastest by more than two seconds with a best lap of 1:24.4. Andretti was second fastest by half a second from Danny Ongais who immediately showed his mettle by going faster than all three Lola T400s.

The clouds began to break up for the second one hour session and as the temperature climbed to a comfortable level everybody came out and began to get serious. Oliver was soon lopping chunks of time from his earlier effort and late in the session he showed the Shadow's potential by easily passing and pulling away from Redman in the Haas/Hall Lola.

Warwick Brown was also trying hard in the Talon and he displayed his aggressive style by chasing Bobby Unser for a couple of laps and forcing his way by the tough USAC Champion. But it was Mario Andretti who came through to set the fastest time of the session (1:21.622) and after trying various combinations of wheels and tires he and Team Manager Jim Chapman decided to run the Lola Goodyears the next day.

Oliver got the Shadow around in 1:21.806 but explained that it was understeering badly through the infield and that "once we get that out, they'll never see us". Redman was nearly a full second slower in his T400 but he was pleasantly surprised with the car after all the bad stories. "It really doesn't do anything nasty," Brian explained, "its just slow."

The Unser brothers were given identi-

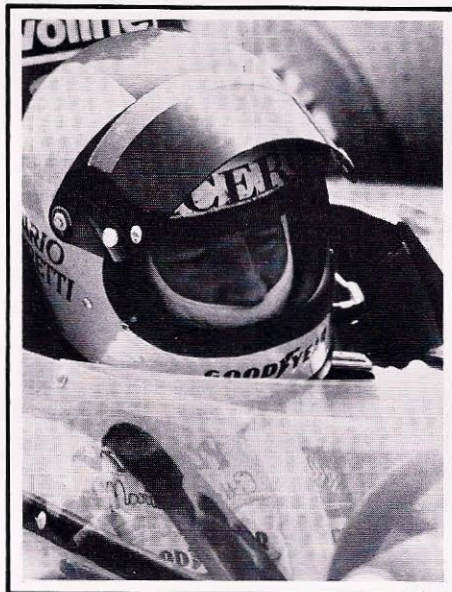
cal times just one-tenth behind Redman while Warwick Brown was listed half a second slower at 1:23.2, although his crew had caught him somewhat faster on a number of laps. Next up came the Lola trio of Woodner, Hobbs, and Wietzes. While Hobbs was happy enough to be playing himself in after the winter's lay-off, the two T400 drivers were beginning to scratch their heads. Woodner reported that his car didn't seem to be giving him the right kind of feedback, while Wietzes found his T400 was weaving along the straight and after a large moment through the banking he decided to add some spoil to the wing. Ongais continued to show his flair by leading the others while Schuppan was troubled by a fuel feed problem and only managed half a dozen

laps after missing the first session completely.

The two Saturday sessions were timed officially for grid positions and as is normal F5000 practice the odd numbered qualifiers were to go into the first heat and the even numbered qualifiers into second heat.

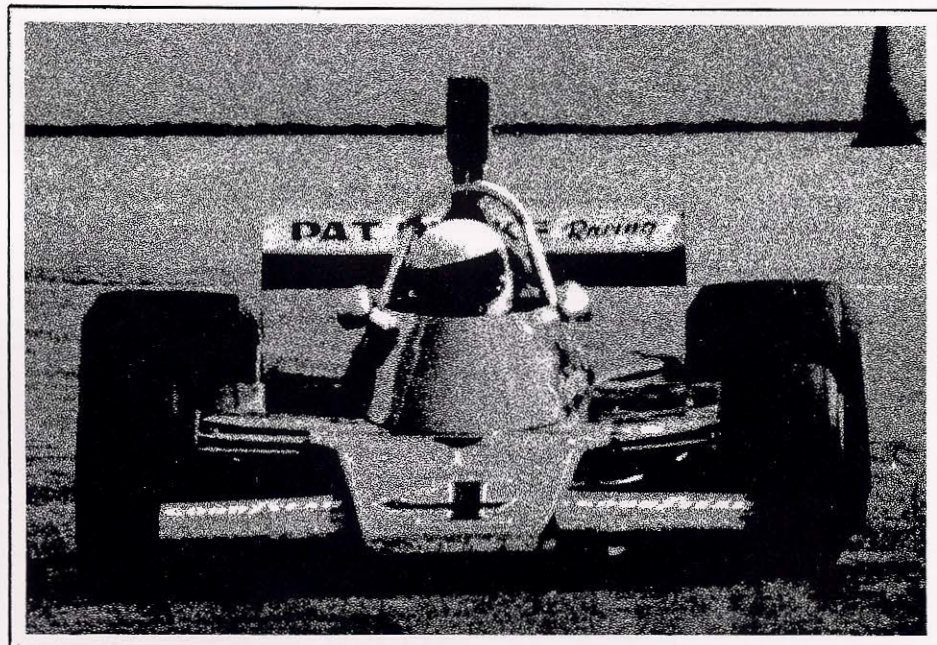
Just as he was on so many occasions last season, it was Mario Andretti who took a clear pole position. Running throughout the day on Goodyears he was never really anything other than the fastest man on the circuit and after coming within a few hundredths of recording 1:20 dead in the first session he broke the barrier in the afternoon session with a strong series of eleventh hour laps in the 1:19 bracket. Mario's best was a 1:19.460. He and his red Lola seemed to be the master of all ends of the Pocono circuit. He was very fast in a straightline, he was very fast onto the banking and he was very fast coming off the banking, through the Mickey Mouse infield, Andretti and machine maintained a tidy, apparently conservative balance yet he was just as fast as anybody else at their most ragged best. Perhaps Andretti's Formula One season is honing his considerable talent even more.

Coming as a fine testament to Jim Chapman's skills was Al Unser's second fastest performance with the other Viceroy Lola. The USAC veteran displayed remarkable car control and was even tidier than Andretti, so much so in fact that he never seemed to be going quickly until the stopwatch told one otherwise. Jim Chapman confirmed the younger Unser's smoothness by underlining that, "he's extremely easy on the machinery. If you were to look at the clutch rings from his gearbox you would think they were brand new." Al managed his best of 1:20.658 right at the very end of the day.

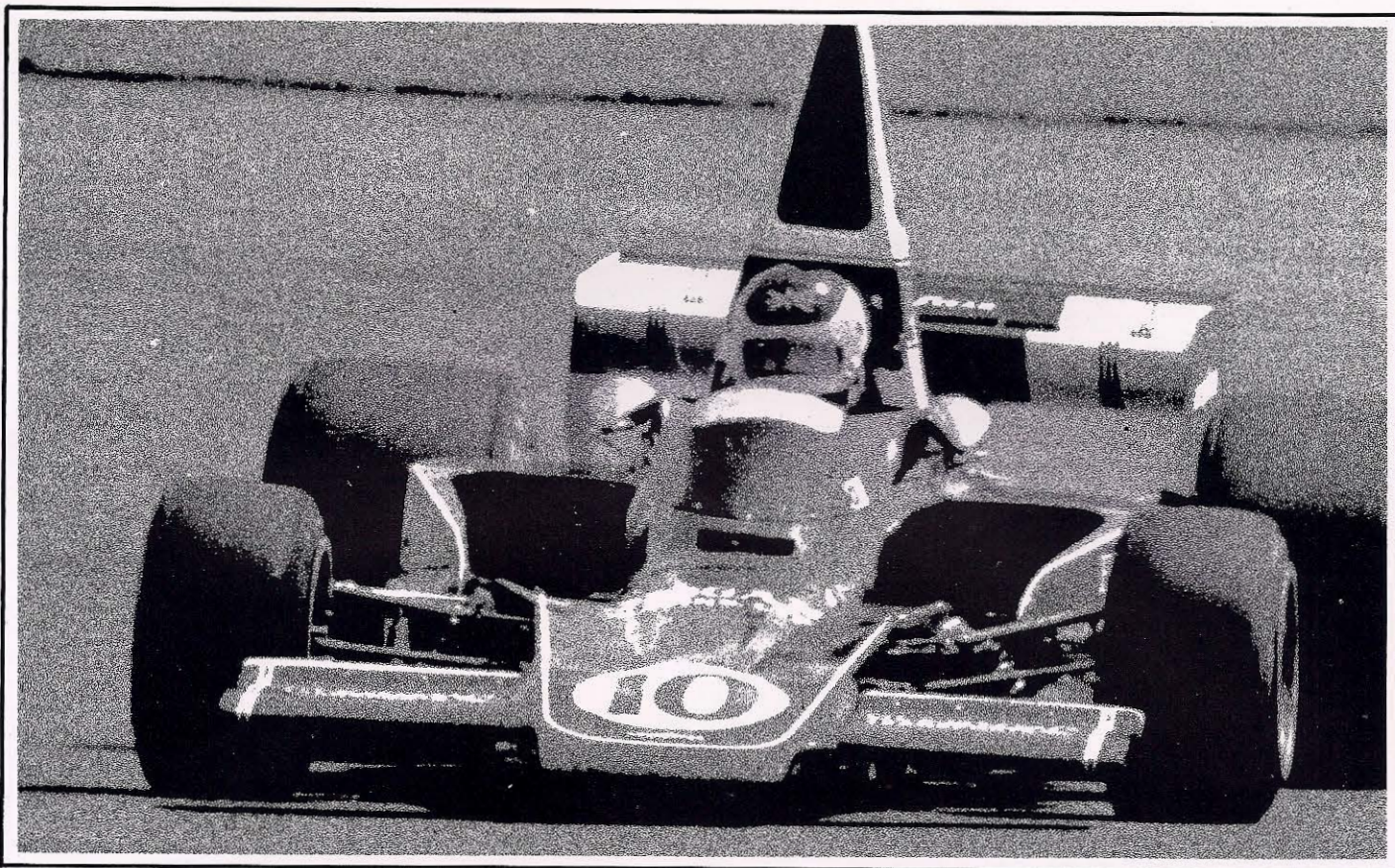


Rob Ladwig Photo

(ABOVE) Pole sitter Mario Andretti in quiet concentration. (BELOW) Australian Warwick Brown in Jack McCormack's Talon MR1A.



Charles Loring Photo



Charles Loring Photo

(ABOVE) David Hobbs driving in his seventh year of F5000, again for Carl Hogan in a Lola T332.

Jackie Oliver ran over a marker cone in the first session which damaged a nose fin and subsequently kept his times down for most of the second session. Until this incident Oliver had shown the fine balance of the DN6 with some glorious sideways stuff through the first turn coming off the oval. Most of the second session was lost in getting the rebuilt nose to work properly and the Shadow team just ran out of time trying to trim the wing so that "Olive" had to rely on his 1:20.622 from the morning to give him third best time.

Brian Redman worked away at his time, trying the car without any airbox at all and with simply the internal portion of the box which sits atop the injectors. He was again pleased with the car and felt he was going well only to discover that he was a second and a half off Andretti's pace. "I really tried as hard as I could right at the end," Brian said in a rather confused tone. Those final laps brought Redman a 1:21.098.

Fifth fastest was young Warwick Brown who drove the Talon with a forceful, controlled hand and showed that he could match anyone under braking. Brown got down to a 1:21.223 and left

Jack McCormack smiling quietly and confidently. A Young Ace always seems to work wonders for harried Team Managers.

Bobby Unser found himself circulating with Brown on a few occasions and every time he had to give way to the Australian. Despite a full program of winter testing the Eagle looked stiff and ragged and after struggling to work his way down to 1:21.441 Unser's craggy features took on a deep frown.

It seemed that the winner of the first round must come from one of these first half dozen men, driving a total of five different types of chassis. The others, led by David Hobbs, were either too troubled by new car problems or simply lacked speed. Hobbs turned a 1:22.349 which again left him reasonably pleased although he reported that he would fly off the road if he made any effort to stay with Andretti under braking onto the infield. The Hogan team went away with some suspension mods in mind after peering closely at the Viceroy T332s.

Running with lots of wing on his T400 after his Friday fright Eppie Wietzes got down to 1:22.369 and went away thinking hard about suspension and bodywork modifications. Evan Noyes did his usual good job and managed a best of 1:22.970 with his red T332 while Jon Woodner confirmed the opinions of Redman and Wietzes with the suggestion that his T400 lacked straightline speed. Woodner was also troubled by collapsing rear springs and began to lose revs towards the end

of practice with a suspected cracked head. Woodner was the last man under 1:23 with a best of 1:22.988 from the morning session.

B. J. Swanson showed some good promise with a best lap of 1:23.285 despite gearbox troubles and an altercation with a marker cone. The youngster's strong efforts carried him ahead of Danny Ongais who suffered a blown head gasket in his down on power motor yet still managed a 1:23.547 from some energetic efforts. Completing this string of Lolas was USAC man Jerry Karl who tried very hard and was rewarded with a 1:23.558.

Horst Kroll did a good job with his March and completed the faster runners on 1:24.638. Vern Schuppan was still in dead trouble with fuel feed problems, so much so that he had to pump the throttle to keep the car going. John Cannon was unable to get in any serious flying laps with his March due to a failing differential and was left at the back of the grid.

The prospects for the race were quite obviously very exciting. In fact the quality of the field offered a marked contrast to last year's opening round at Mid-Ohio. With another month suddenly offered to further dial in their machines and reflect on their chase of Andretti the USAC/SCCA Formula 5000 teams are now even more eagerly looking ahead to the new season. It should be a memorable one. ■



Formula Ford winner Marty Loft leads second place man Bob Earl.

Westwood

The First SCCA National Races Ever Held In Canada

by Doug Taylor

The story of why the SCCA's Northwest Region went North across the border into Canada to hold a National is too long and rife with rumors and negative vibes to get into here. Suffice to say that instead of their traditional home at Kent, the folks from the NWR found themselves at the Westwood Circuit outside of Coquitlam, B.C. May 10th & 11th for their only National of the year co-sanctioned with CASC.

Marty Loft drove a brilliant race to win after 25 laps around the beautiful 1.8 mile track. Bob Earl was second in his latest ride, the MRE normally piloted by Rick Ricketts. Arnie Loyning was third in his aging Titan Mk 6AL, and neither Tom Wiechmann nor Dale Elmer finished with their ADFs.

How everybody got where they did and why is a tale of new cars just arrived, a determined effort of a particular Crossle driver to disprove an alleged timing error at Riverside, an excellent battle for the lead, and a new lap record that makes the old one worth maybe 11th on the grid at the Pepsi-Pro in September.

entry & practice

The entry in Formula Ford was rather small, but eight of the fifteen qualifiers had good odds to win. The man to beat at Westwood is Marty Loft. He won the 1974 Pepsi-Pro, has held the track record of 1:11.4 since June of 1972, and has only been beaten once here during the

past two years. Next in line is the man that beat Marty, Tom Wiechmann in his ADF. Among the rest were Tom's teammate Dale Elmer and Arnie Loyning with his Titan. Jack Scher had a decent chance with his Crossle 25F, as did Bill Pugh flogging his ancient Dulon, now unrecognizable to the manufacturer, while Bob Blackwood was a long shot in his Lola T340.

Loft was the one driver with a new machine. He took delivery of Dennis Firestone's Crossle 30F supplied by Crossle Cars Pacific just three weeks before the event. His engine came together late Tuesday/early Wednesday before the race, and it got stuffed into the chassis the next night. Thursday night went to plumbing everything up, emptying a half of cup of bearing bits from the oil tank and tuning the motor. The first time Marty sat in the car to drive (or any other since Atlanta for that matter) was during Friday's open practice.

Not that the ADF drivers were the least bit bothered by all this. While Marty went out and blew a head gasket, Wiechmann and Elmer circulated together a good half second under the lap record. They were quite happy with things and retired for the night.

Saturday morning the rest of the entries arrived. Arnie Loyning was supposed to have a shiny new Lola T342 out of Pierre's Motors Racing but the thing didn't get into Portland until Friday long after Arnie had hurriedly screwed his

trusty Titan back together again one more time.

The times turned in during the morning all averaged around 1:11 to 1:13 with Bob Earl the fastest in the MRE at 1:10.6. Wiechmann's machine was singing sweetly as ever, but Elmer's had developed a cold overnight and was sneezing in the corners. Loft got his Crossle into line with a best lap of 1:11.2, Jack Scher discovered a potential disaster lurking in the Y coupling of his rear brakes and spent his practice in the paddock.

Ken Kaplan had scattered his engine the day before and was counting on sunshine Sunday morning to qualify while Billy Scyphers smiled and put on a new set of slicks for qualifying and the race. Bob Blackwood tinkered with his machine, combating little demons of bad luck, and Bill Pugh scurried around with a look of intense concentration as he tried to get the B.P. Special up to speed.

qualifying

Actual qualifying was held that afternoon in back to back sessions. The ADFs of Wiechmann and Elmer circulated together the whole time with Scher shadowing them. Tom ended up on the pole with a 1:10.4, Elmer in fourth at 1:10.8, with Scher right behind at 1:11 flat for fifth spot. Loyning started out right behind them, but as he put his foot in it for a scorcher, the master switch quit and Arnie spent the rest of the session at the Hairpin.

Bob Earl complained of having trouble negotiating the Hairpin smoothly, but he still turned second fastest time with a 1:10.5. Loft got his act together for third fastest at 1:10.6, and Billy Scyphers got down to a 1:11.2 to round out the first three rows.

Over a full second slower was Bill Pugh in seventh with a 1:12.6. Following him was Steve Plumb who got his Crossle 30F going finally, with Bob Blackwood and George Young right behind. A good three seconds off the pace was Jake Rempel in his old Lola and alongside him sat Arnie Loyning with credit for a sluggish 1:13.8. Young Jerry Blakemore qualified thirteenth with Canadians Brian McLoughlin and Rob McGregor trailing behind.

Sunday morning qualifying never really happened. The glorious sunshine had gone away and in its place came a cold rain and thick fog. The sessions were postponed and all chances of improving on grid positions were out. Ken Kaplan would have to start from the back of the pack.

race

All this action finally ended when the pace car came off and Tom Wiechmann answered the green flag by drag racing Earl's MRE up to the Carousel where Earl took the lead. The field went

through cleanly and the order at the end of the first lap was Earl, Wiechmann, Loft, Elmer, Scher, Pugh, Scyphers, Blackwood, and Loyning.

Lap two and Wiechmann had taken over from Earl who then momentarily dropped back to third behind Loft with Elmer still right behind. The leading bunch had already broken away from Scher, who was busy losing his clutch, Pugh, who was trying as hard as he could, and Loyning who came ripping through traffic trying to catch up with the leaders.

Everybody got to move up a place when Dale Elmer locked up his brakes on Kaplan's oil at the Clubhouse resulting in a muddy trip to retirement for the day. Kaplan was out soon as well, Billy Scyphers following suit with mechanical problems.

By this time people were getting right serious about who was going to lead the race. Though he complained later about erratic brakes, Marty was able to get by both Earl and Wiechmann in a daring maneuver going into the hairpin. Lap after lap these three would come flying down off the hill on the back straight at Dear's Leap and pull three abreast under braking at the Hairpin.

Marty consistently had the moves on Wiechmann and Earl to lead out of the tight uphill hook, but the leader coming over the Leap was never the same two laps running. Blackwood lost his oil pressure and retired about this time while Loyning had made his way up to fourth, four seconds in arrears. Pugh circulated around a lonely fifth, not looking terribly

STARTING GRID

BOB EARL MRE 1:10.5	TOM WIECHMANN ADF 1:10.4
DALE ELMER ADF 1:10.8	MARTY LOFT Crosse 30F 1:10.6
BILLY SCYPHERS Lola T340 1:11.2	JACK SCHER Crosse 25F 1:11.0
STEVE PLUMB* Crosse 30F 1:12.8	BILL PUGH B. P. Special 1:12.6
GEORGE YOUNG Crosse 25F 1:13.0	BOB BLACKWOOD Lola T340 1:12.9
ARNIE LOYNING Titan Mk6AL 1:13.8	JAKE REMPEL Lola 1:13.6
BRIAN McLAUGHLIN Titan Mk6 1:14.4	JERRY BLAKEMORE Royale 1:14.4
KEN KAPLAN Dulon MF15 No Time	ROB MCGREGOR Titan Mk6 1:15.0

RESULTS

1. Marty Loft, Crosse 30F.
 2. Bob Earl, MRE.
 3. Arnie Loyning, Titan Mk6AL.
 4. Bill Pugh, B.P. Special Dulon.
 5. George Young, Crosse 25F.
 6. Brian McLaughlin, Titan Mk 6. (1st CASC)
 7. Jack Scher, Crosse 25F. (6th SCCA)
 8. Tom Wiechmann, ADF.
 9. * Rob McGregor, Titan Mk 6. (2nd CASC)
 10. * Jerry Blakemore, Royale.
- * Penalised for being underweight.

to get by under braking. Tom came in way too deep, whacked the inside curbing hard enough to break the right front shock linkage, tore off the nose of the ADF on an MRE tire, and finished his ride on the outside by the bleachers.

This put Loyning third, Pugh fourth, Young fifth, and let the two leaders duel a bit more privately. Immediately their times improved by almost a second, Marty taking the advantage out of the Hairpin to pull out a slight lead.

Earl's problem with the Hairpin be-

under his old record and .6 under his qualifying time, working out to about 93 miles per hour.

The race was essentially over at this point save for Brian McLoughlin nerfing George Young at the Hairpin, and he too lost his nose and placing. Loft had established a three second lead over Earl, 20 seconds over Loyning and a full minute separated him from Pugh. Fifth went to George Young, and sixth in SCCA points (seventh in the race) went to Jack Scher after nursing his sick Crosse all through the race.

At the end of 25 laps, Marty took the checkered for his first race and win of the season, a very professional drive and a fine showing for his new Crosse. Except for the supporting race for the Player's Pacific, there is nothing between the Westwood National and the next National at Portland in June. North is going to meet south then, and the Rose Cup is going to be great. ■

Formula SCCA



Ross Morris Photo

Tom Gloy was quick and impressive in his new Lola T-360.

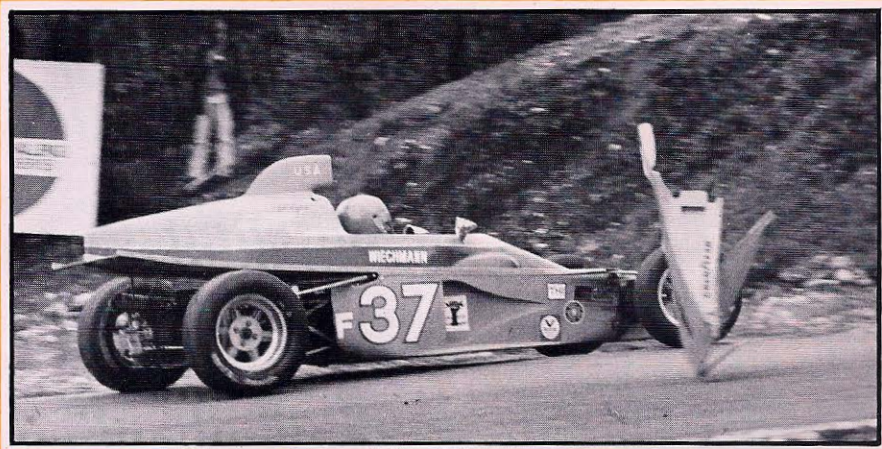
Easy points were up for grabs in the Formula SCCA race. Fast qualifier was Tom Gloy at a 1:04.8, about a second off the outright lap record held by Bertil Roos. The only reason to watch was the faint chance that Gloy could do it with his new Lola and claim the record.

Unfortunately there were a number of circumstances against him. Most important of all was that the Ford money race immediately beforehand liberally coated the track with the slippery black stuff. Secondly, it was only about 45 degrees out, way too low for the gummy Goodyears to get up to operating temperature. Lastly, Rodger Lang ran two laps with oil gushing out the bottom of his racer, making decent times impossible.

Gloy did get down to a 1:07.8 on his way to the win. Second and first in FC was Mike Gilbert after skating around wondering where the Atlantic cars were. The grid (all four cars) made two pace laps to see if anyone else would come out to play.

Mike Rocke finally got his Rondel started as Gloy and Gilbert screamed around on their second lap. It took Ron Householder another three laps to put his car on the track to finish third. Too bad

continued next page



Doug Taylor Photo

Wiechmann's race ended with a trashed nosepiece and some bent suspension.

pleased. Scher was puttering around in ninth place, stuck in third gear without a clutch.

The lead group went at it for 15 laps, inches apart and scrambling for every foot they could get. Tom and Bob with their power and handling while Loft was always last on the brakes, first in and fastest out of the corners.

Wiechmann was eliminated as the trio came swooping down into the Hairpin

came evident here as Marty consistently got the jump on him coming out. Loft would come in with understeer and exit under full sail with a touch of opposite lock. Earl, on the other hand, would pitch his car in with oversteer, and plow out with understeer.

To catch the flying Loft, Earl turned up the wick and closed the gap with a 1:10.1. Marty answered that with a screamer timed at 1:10 flat, 1.4 seconds with Loft ahead; a length or so behind came Earl whom Wiechmann was trying

it wasn't sunny and warm without the oil, I think Gloy would have come closer - he certainly tried. ■

Formula Vee

The Formula Vee race was not held under the most desirable conditions. The morning rain and fog made the track extremely slippery, and with ten cars of eleven starters finishing, the race was not all that fascinating.

After Dennis Andrade spun through the boonies in the esses early on, second place Brent Milner took the lead for good. Up to that point the two had been close and it might have gotten interesting, but nobody was even within sight of the fast paddling Milner after Dennis retired.

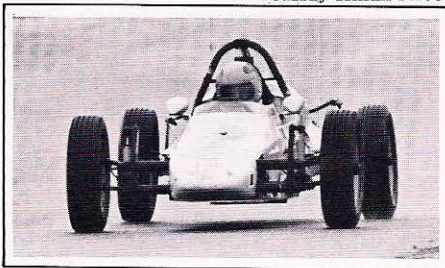
Mike Ores took the CASC points by coming in second, with Jim Burnett following about ten seconds behind. Bob Boyd was fourth in his Caldwell, and fifth place finisher Al Ores got second in CASC points. Sixth overall and fourth in SCCA points was Stan Townes after recovering from a nasty shunt Friday. Don Barnhart and Mike Hutchins wrapped up the remaining SCCA points.

Mel Kemper was running with Burnett and Boyd until he spun, picking up a

large screw in his left front tire. The tire change dropped him to ninth overall.

Altogether a rather soggy affair, but an excellent drive for Milner, as well as for Mike and Al Ores who finished one and two in CASC points. ■

Murray Isman Photo

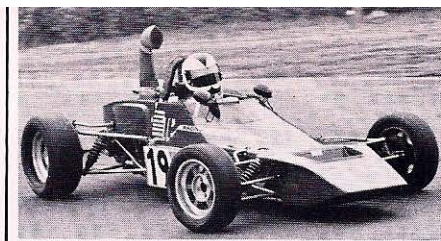


Brent Milner on his way to an impressive F/Vee win.

Pro Ford

As a sidelight to the usual National points race, the organizers put together a small purse for the Formula Ford folks. The grid was based on the finishing order of the points race, so with Loft a non-starter Earl and Loyning shared the front with Jack Scher and friends behind.

On the first lap Jack found out exactly who was behind him when he moved



Doug Taylor Photo

Bob Earl hangs it out in the MRE.

down low in the Carousel and had Billy Scyphers climb over his right rear tire, to the lasting detriment of the Lola's nose. Earl, Loyning, Pugh, and Scher made a go of it for a couple of laps until Pugh dropped back and Loyning's Titan got slower and wider.

Scher got caught behind Loyning until the Viking motor said goodbye. By this time Earl had gone into the bank and Scher settled for second place. Kaplan's motor blew, laying down lots of oil, and more than a few drivers complained of bits falling off the Dulon and striking their heads. He retired after five tours.

Bill Pugh also sat contentedly in third with Denny Goodwin and Jake Rempel having a terrific run for fourth, which was settled in favor of Goodwin. Rob McGregor finished sixth and the best thing that happened besides the Goodwin Rempel affair was the checkered flag. First place paid \$100. ■

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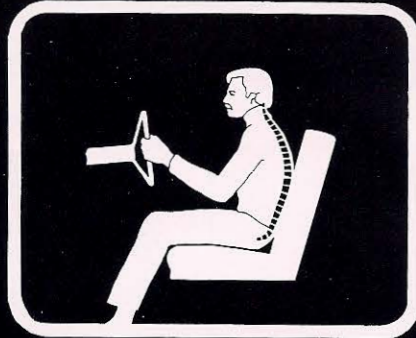
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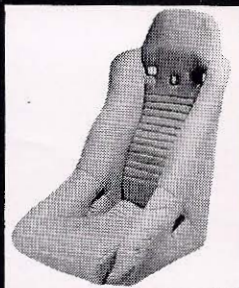
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