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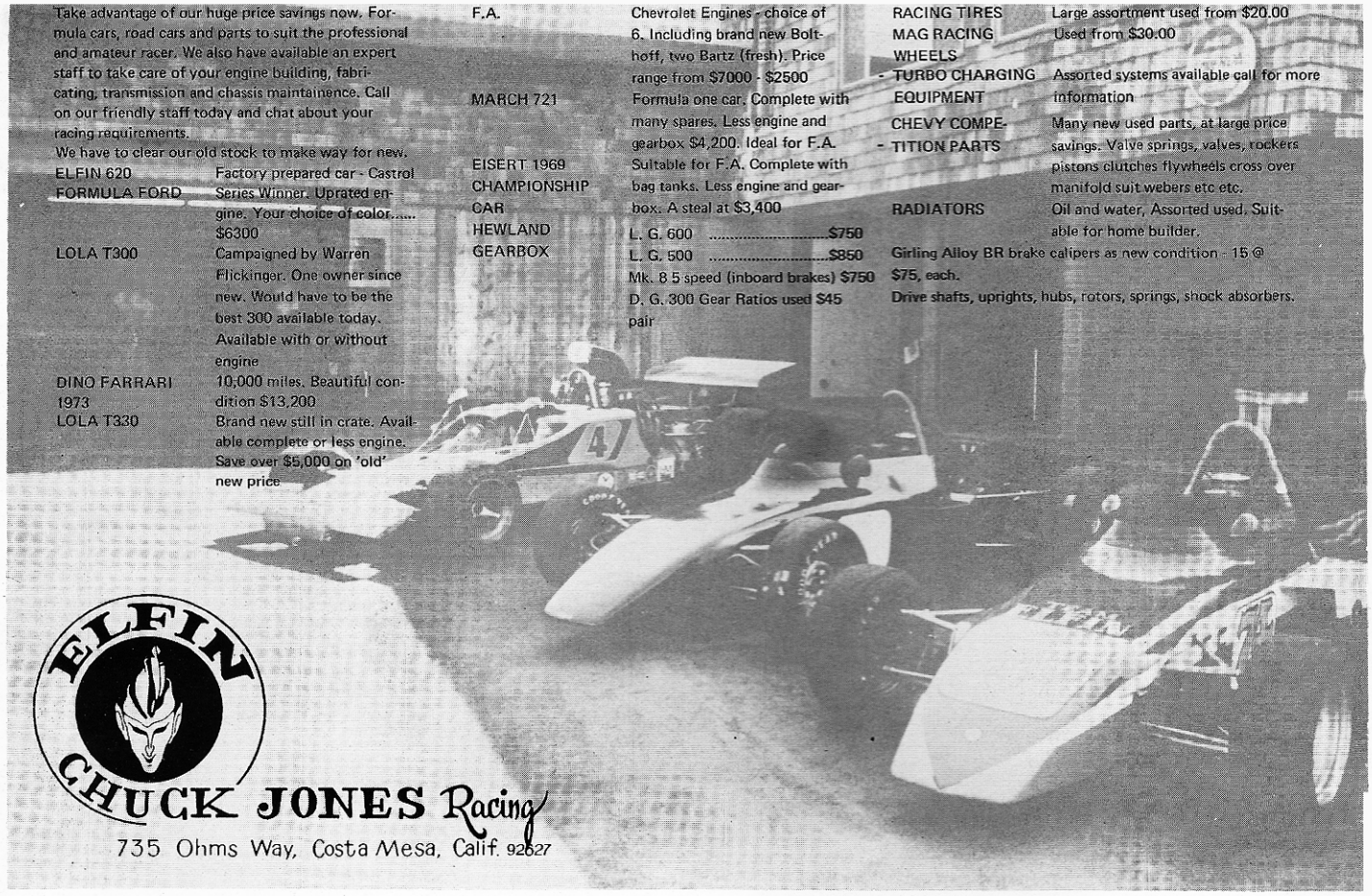
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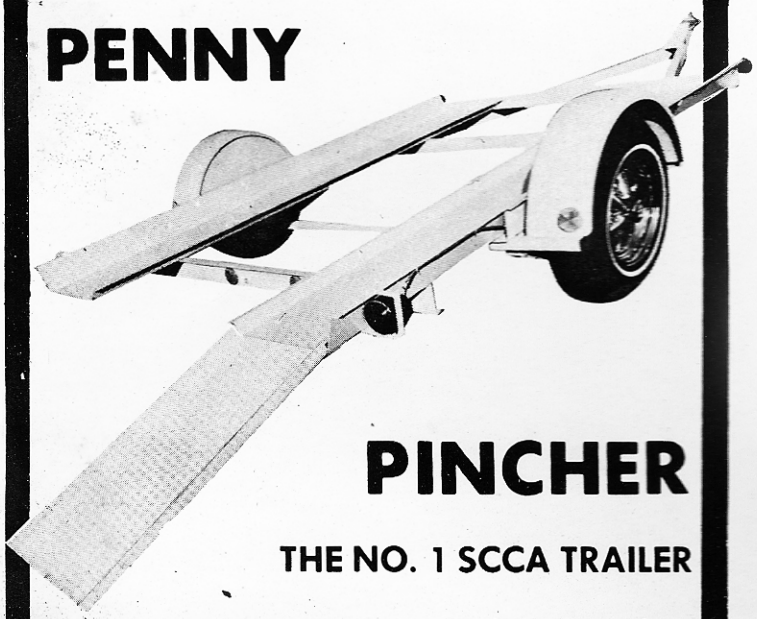


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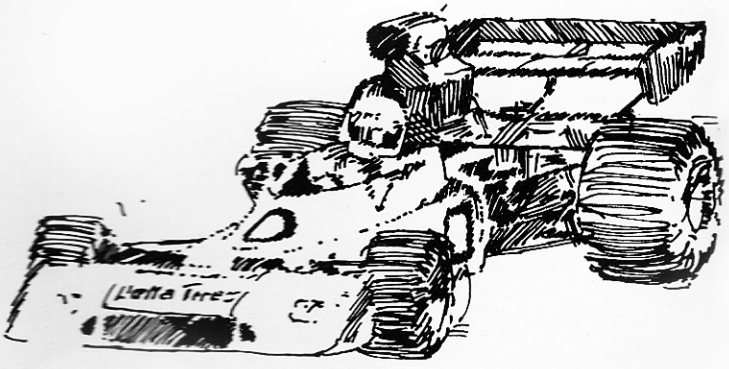
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DON BIDWELL PHOTO

HOLTVILLE.

ED PITZ

The National circus ventured to Holtville on March 9-10 for the third points meet of the season. The Falstaff Nationals attracted a small but high quality field, the fuel crisis probably accounting for the regulars who didn't show up.

Heavy rain greeted the race-goers on Saturday morning and kept the 1.9-mile airport course wet for morning practice. By qualifying time, however, the circuit had dried out under a blazing sun and the weather remained good throughout the weekend.

Qualifying took the form of two five-lap sessions and Dennis Firestone's lap record of 1m. 17.0s. looked certain to be beaten. Bob Earl's Lola, now sponsored by Rhinoceros Furniture, set best time in the first session at 1m. 17.2s. Dick Ferguson's Lola was timed at 1m. 17.4s. with Ron Dykes' Crossle a mere .1 second slower. Dennis Firestone's K.K.W. Titan recorded 1m. 18.3s. ahead of Chuck Pittenger's MRE (1m. 18.4s.) and Barry Blackmore's Lotus (1m. 18.7s.) Merlyn-mounted Dick Cooney was seventh at 1m. 19.3s. with Richard Shirey's Lotus and Sam Nicolosi's Merlyn both on 1m. 19.4s. Berry Brown's Crossle completed the top ten at 1m. 19.7s.

Nearly everyone improved in the second session with Firestone claiming the pole at a scorching 1m. 15.9s. according to the timing sheet. This raised a good many eyebrows including his pit crew who timed him at 1m. 17.0s. Ron Dykes knocked a half-second off his morning time for the outside pole which Ferguson got down to 1m. 17.2s. Bob Earl was unable to improve and was demoted to fourth on the grid. Berry Brown's 1m. 18.0s. left him fifth fastest while Pittenger recorded 1m. 18.1s. despite a persistent misfire. Dick Cooney turned in 1m. 18.5s. with Blackmore .1 second behind. Richard Shirey failed to improve although he equalled his initial time on three laps while Nicolosi's Merlyn broke an upright early in the session and failed to record a time.

Sunday morning warmup came and the promise of a good race began to disappear. Earl was warming up the Lola's engine when a piston broke. Scratch one. Ferguson had an argument with the course markers and parked his Lola with the rear suspension broken on both sides. Scratch two. On the pre-grid, Pittenger's MRE failed to fire up and he had to start at the rear of the grid after getting pushstarted. Scratch three.

The green fell and Firestone shot off into a lead he was never to lose. Dykes slotted into second but couldn't hang on to the Titan; at the halfway point, he was 3.5 seconds behind. A few laps later, the Crossle coasted into the pits with a blown clutch.

Brown, Cooney, and Blackmore staged a great battle for third which evaporated at the halfway mark. The Crossle fell off turn 5 and resumed down in ninth spot. Cooney's Merlyn unhitched its gear linkage, leaving him stuck in fourth gear and sliding down the lap chart. Blackmore was left high but not dry in third; water was blowing out a loose water cap and there was none left by the 12th lap.

All these developments elevated Shirey to second place and the Shirey team was all smiles when he took the checker for his best-ever National finish.

Berry Brown made up for his error by bouncing back to place third. Rick Paronelli's McNamara out fought Don Pepperdene's LeGrand for fourth after a wire-to-wire scrap. Scott Leslie's Winkelmann overhauled Cooney with three laps remaining to collect the final point.

Ed Mertz' Titan pitted briefly near the end and dropped from eighth to tenth behind Steve Madsen's LaGrand and John Benton's Hawke.

HOLTVILLE FORMULA FORD
MARCH 10, 1974

1.	Dennis Firestone	K.K.W. Titan MK6 90.19 mph.
2.	Richard Shirey	Shirey Lotus 61
3.	Berry Brown	Brown Crossle 25F
4.	Rick Paronelli	Paronelli McNamara
5.	Don Pepperdene	Pepperdene LeGrand 10F
6.	Scott Leslie	Corsaro Winkelmann WDF2
7.	Dick Cooney	Pacific Formula Merlyn MK25
8.	Steve Madsen	Abitibi LeGrand 10F
9.	John Benton	Pacific Formula Hawke DL11
10.	Ed Mertz	Mertz Titan MK6
11.	Roy Nelson	Nelson Merlyn MK25
12.	Jerry Pacheco	Pecheco Royale
13.	Sam Nicolosi	Nicolosi Merlyn MK25
14.	Chuck Pittenger	Cuddy MRE

FALSTAFF NATIONAL
F/SCCA

A small F/SCCA contingent showed up, but with several good F/B's heading the lineup, there was no shortage of interest. Richard Paul's March 732 captured the pole at 1m. 13.1s. for a new record. Bill Cooper's March 722 tied the old mark for the other front row position. Tim Cooper's 732 posted 1m. 13.6s. to lead the second row while alongside him sat a new face in F/B - Pete Halsmer driving a Brabham BT29 owned by Paul Anderson. John Angus' March 722 recorded 1m. 16.2s. following troubles in qualifying with Bill Mair's Brabham BT40 next up on 1m. 17.8s.

Paul streaked into the lead at the start with Tim Cooper in hot pursuit. Paul stayed in front for three laps before a circlip fell out of the gear linkage and sent him into the pits. Tim Cooper assumed the lead and went on to post his hat-trick of National wins by 4.2 seconds.

Bill Cooper made a slow start, having lost second gear, but he moved into second on the sixth lap and retained that position to the finish.

All the action was for third. John Angus recovered from an early spin at turn 4 to overhaul the Mairs-Halsmer dice for third. He passed Halsmer on the eighth tour but Mairs wasn't leaving any door open. The trio remained in very close formation until the 14th tour when Halsmer came by well ahead of Angus and Mairs. The latter pair had spun together at turn 4. Angus spun again on the following lap and let Mairs into fourth although he reduced the Brabham's advantage to 1.2 seconds by the checker.

The final order was Tim Cooper, Bill Cooper, Halsmer (a superb F/B debut and one of the best drivers of the weekend), Mairs, and Angus. Jim Paul's Winkelmann was two laps down in sixth. Wally Farrell's Lola T320 was the only F/SV running at the finish after Bob Boyd's Lola retired with a broken throttle cable; Boyd completed enough laps to be classified, however, and a commendable gesture on the part of Bill Robinson allowed Boyd to take home some points. Robinson ran his Bandido Vee as a Super Vee to boost the number of starters and quit after one lap.

HOLTVILLE F/SCCA
MARCH 10, 1974

1.	Tim Cooper	F/B March 732 95.38 mph.
2.	Bill Cooper	F/B March 722
3.	Pete Halsmer	F/B Brabham BT29
4.	Bill Mairs	F/B Brabham BT40
5.	John Angus	F/B March 722
6.	Jim Paul	F/B Winkelmann WDB4
7.	Wally Farrell	F/SV Lola T320
8.	Bob Boyd	F/SV Lola T252

FALSTAFF NATIONAL
F/VEE

National F/Vee racing is a real treat this year. At Riverside there were four cars in the leading bunch; at Phoenix there were six contenders and, on this occasion, there were five front-runners in a field of 15.

Herbert Brownell's Zink tied the lap record of 1m. 27.7s. to take the pole by .1 second from Tim Kuykendall's Bandido. Jerry Barker's Bandido recorded 1m.28.0s. Bob Klingler's Kwic was a second slower while the other cars in the 29 Club were Ron Woodward's Zink (1m. 29.3s.), Bill Robinson's Bandido (1m. 29.4s.), Harvey Staab's Zink (1m. 29.6s.), and Ed Shantz' Caldwell (1m. 29.8s.). Richard Simis' Zink was unable to improve his first session time of 1m. 30.2s. due to engine problems.

Kuykendall won the drag race into the first turn only to be demoted down the backstraight by Klingler. The Kwic led fractionally after one lap with Staab's Zink displacing Kuykendall for second on the line. Close behind were Brownell, Barker, Woodward, Simis, Dick Murray's Bandido, Shantz, and Paul Guy's Asp.

The top six eventually broke away from the rest although Woodward began to drop back on the eighth lap into a solid sixth. Simis in seventh was soon overhauled by Bill Robinson's Bandido which was climbing through the field after starting late. Ed Shantz held ninth ahead of a dice between Paul Guy and John Adkisson's Autodynamics.

Back in front, there was some chopping and changing going on, but Klingler managed to resist most attempts to oust him from the lead. Kuykendall got in front briefly on the fifth lap before making it official four laps later. At this stage, the order was Kuykendall, Klingler, Barker, Brownell, and Staab with two seconds covering the lot.

Klingler managed to lead over the line for the last half of the race but a lap chart can't record such things as four-abreast on the backstraight. On the 14th lap, there was a general shuffle and Klingler's advantage grew to 1.8 seconds. Staab, who had spent several laps waiting in

(cont. on page 26)



STEVE MAYER

Cameron Argetsinger

When Alex Keller, Chairman of the Board of Governors of SCCA, declared at the National Convention Awards Banquet last February that "We, the governors, have never in the history of SCCA been more united," one would expect that Tracy Bird, the former SCCA Executive Director, was remorsefully thinking, "Against whom?" Cameron Argetsinger, the newly appointed Executive Director was probably contrastingly considering, "Whether unified or disunified, you the governors have given me a job to do. I'm going to do it, even if it must be in spite of you."

Therin lies the difference between the two men. Bird always having the best interest of the club in mind, ceaselessly suspected the motives of what he believed was an "inept, unqualified" collective Board. Argetsinger, viewing the operation on a more professional, businesslike level. will operate within and institute the policy of the Governors, for better or worse. This is not to say that he is unconcerned about the welfare of SCCA, for he is, but the new "Director" has different ideas about priorities. The belief that even though SCCA has the revenues of a corporate business, the organization was for the pursuit of pleasure from sports car appreciation and competition. Cameron Argetsinger acts, sounds, and reacts like the bubbling executive who's been given the opportunity to

The reflections of Tracy Bird reveal much about the present state of SCCA, while additionally shedding light on the future. The future though, depends entirely upon the effectiveness of Argetsinger in his dual role as Executive Director and Director of Professional Racing. This aspect alone Bird takes exception to. "Right now, before the season, yes, it's possible to conduct both jobs, but he won't be able to do two jobs when the season rolls around. When I had my infrequent weekend at home, it was spend at the office catching up on paperwork. If I had to do that, there's just isn't any way that anyone can handle the responsibilites of both positions." This is view of the fact that Bird selected Argetsinger for the post of Director of Professional Racing in 1972, from which he succeeded to his new capacity.

But again, even in this light, the difference between the old and the new manifest itself. Argetsinger has definite, achievable goals which he must meet before he ascends to the zenith where he so desperately desires to be, on the forefront of racing in the United States.

Even though Bird is convinced that the Board is the crux of the club, Argetsinger takes an exceptionally different attitude. "The Board of Governors set the philosophy, and set the policy. The chief executive officer runs the show...I'll have a free hand, within the policies. Running the business, staff, hiring-firing, that all belongs to the Executive Director." And does he therefore have more power, especially with an unprecedented three-year contract with the Board, to operate more efficently than previous Executive Directors? "Yes, I think I do." Fortunately, there appears to be no philisophical dissonance between the new Executive Director and the Board. If there was, the previous situation under which the staff worked would prevail, where as Tracy Bird would recall, a conflict of opinion would abrogate the Board to a level of a nonentity where, as he said "You can't change it, you can only fight it."

And besides Tracy Bird, just who is Cameron Argetsinger? Among other things, he may well be the father of modern American road racing. Creating the United States Grand Prix at Watkins Glen in 1948, as well as running and improving the operation for another 23 years, Argetsinger perhaps was really the man who brough back road racing as a spectacle to the public. Building a track in beautiful, wooded upper-state New York, he helped progress the USGP to the point where no longer is it just a race, but a "happening" or more appropriately "a Woodstock on Wheels." Mention one track which stands on its own entirely from road racing, and Watkins Glen will be the first named. From the Glen he moved West to Chaparral Cars when they had hoped to build a production car, and then to Antares Engineering (remember Pat Patrick's USAC wonder car of 1972?) before being selected by Bird for the position of Director of Professional Racing, beginning in January of 1972. Yet with this varied background, is he really qualified to be the Executive Director of SCCA?

No one knows.

Anyone with the club long enough, who has accomplished a considerable feat in road racing is eligable, if only for perseverance. Cameron has done a great deal for racing, which has helped SCCA to gain its current stature and prominance. Like any other long time organization man (26 years), he was selected from within the ranks, specifically from the staff, not from the outside. Being no less qualified than any of his predecessors, this 52 year old man with a law degree from Cornell has a motivating force and a business-like approach which seperates him from all the others.

Argetsinger, with an aggressive, bulldog-type of tenacity should overcome whatever barriers or impediments placed before him. His single-mindedness to a specific task should establish a smooth, expedient operation for the staff to work within, as well as for the execution of policy of the SCCA. Whatever policy the Board of Governors set forth, he will, by duty of the Executive Director, implement their ideas whether or not in philosophical correspondance. More likely than not, always with a firm dose of optimism.

If there is a motto for the new SCCA administration, it must be "see no evil, hear no evil, speak no evil." Argetsinger will not acknowledge direct questions of criticism concerning SCCA, for within his logic, and within his goals, the club does little wrong in its dealings with outside associations, such as with promoters, tracks, and sponsors. Many felt last year that L&M, not being matched in their efforts by promoters in terms of pre-race promotion, did not recieve nearly the maximum exposure they deserved. As far as Argetsinger is concerned the obligation of the club was met as well as possible. That the F5000 series did not reach its potential was conceivably not the fault of the club. "We don't control the promoters; we don't control the tracks. We sell a series to the promoters. If someone comes along with a track, and we want to expand into that part of the country, we sanction the race, providing they can make the necessary guarantees...We hope it works. We do everything we can to help. We're not in the business of promoting races. Maybe we should be..."

In the case of the Can-Am rule changes, the promoters (not Argetsinger acting in behalf of Porsche and SCCA) decided in June, 1973, that no major changes were necessary for the 1974 season. In October, they did, predicating the quasi-fuel reduction regulations, prefacing an overall change in 1975. Once the old, such as the Can-Am fracas, is out of the way, however, and the mistakes from the past traversed, Cameron Argetsinger becomes optimism itself again. Contemplating on the future of the Can-Am, entirely bypassing the soon-to-come 1974 season, he speaks with the delight of a child about the prospects of 1975. "Last Wednesday I received a letter from John Wyer...and a call from Ken Tyrell for the new rules. 'We have to start

right now,' they said." With the possibility of two world class teams in the Can-Am, "I feel very hopeful..."

Professional racing is very important to the immediate future of SCCA, and, of course, pro racing is Argetsinger's speciality. But for all of racing's basic entertainment assets, it is still his opinion that each series requires a sponsor, in order to gain a promotable, spectator-drawing "show," with the exception of the Can-Am. This, along with several other basic beliefs concerning the potential and the future of racing, are the most questionable aspects of Argetsinger's philosophy and effectiveness. If he remains unchanging in his belief, so as not to adapt to the different times as may be required, he may well lead to his own downfall, possible leading both himself and the SCCA into the same bottomless pit.

Among his basic tenets are televised racing, factory participation, and the assertion in the old adage that "racing improves the breed." These are exactly the same pronouncements upon which the bonds for Ontario Motor pronouncements upon which the bonds for Ortario Motor Speedway were advertised, and of course, the financial failing of Ontario is well documented. Despite Ontario's failure, especially with regards to the anticipation of the non-existant television contracts, there are several notable arguments against his concepts. Nationally reknown motorsports columist Brock Yates has offered the rebuttal that racing, having been on the air for 10 years, may well have reached its peak. Factory participation, additionally, may actually be to its determinant due to the resultant cost-spiraling/escalating effects, such as with Porsche last year in the Can-Am, which deter the independent from reaching the potential of competitiveness. And, of course, that old racer's adage is entirely dependent upon the manufacturers, for only they have the large financial capital to commit the resources needed to obtain the technological advancements for the general passenger automobile.

At this juncture, SCCA has factory participation from Alfa-Romeo, American Motors, British Leyland, Datsun, Porsche-Audi, Toyota, and Volkswagen in one form or another, be it in rallying or racing. The financial commitment runs well over $2.5 million to sponsored competiors annually. Yet SCCA has made bumbling, important errors which at the cost of its hard-earned respect and reputation has nearly driven the factories elsewhere, most prominently in the case of VW/Porsche-Audi where SCCA will this year co-sanction the Gold Cup-Super Vee series with the International Motor Sports Association (IMSA). Josef Hoppen, racing manager for VW of America recently stated in the New York Times, "Obviously, SCCA does not seem to care about the racing fans. For years they tried to get a major manufacturer to build cars for the Can-Am. We did and at many races last year nearly half the starting fields were Porsche-Audis.... We planned to run the Super Vee as a preliminary event to SCCA's Can-Am where through Porsche-Audi, we had millions of dollars invested. But after two years of providing the fastest cars in racing, they do this sort of thing (fuel reduction legislation). It is not easy to understand." Argetsinger counters. "I think he was disappointed. Porsche had dominated their series, and with the current regulations I think they should again. I honestly think they were probably going to downgrade thier offical effort this year, perhaps not even a factory team, if the rules had remained the same. In any event, Joe's done a fine job with them, and for us." Continuing, perhaps placing the responsibility of the regulation decision on the influence of the promoters, "No one is really concerned about someone dominating it (the series), so long as there's a challenger. Last year, there really wasn't a challenger. Even so, winning is the name of the game. No one begrudges Porsche. No rule changes were ever though as being directed against Porsche. I feel the fuel regulations make sense this year. And I think it will make for interesting racing." Still, at stake was a "mega-buck" sponsor, the type which can bring television to racing. SCCA was fortunate, or perhaps just plain lucky, in this circumstance to return with half a Gold Cup series. Next time they may not. Their fate, thereafter, will be sealed.

As Argetsinger views the situation, televised racing and sponsors go hand in hand. "The key to sponsorship, in my opinion, is television. Once we get on the air, sponsors will sort of flow in." Among sponsors are manufacturers, and if the premise is incorrect, that television does not come to racing, as many believe, then there shall be no factory participation, quantum-dollar sponsorship, nor "racing improving the bread." If Argetsinger is wrong, and unwilling to accept the possible necessary changes in tactics, then the future of professional road racing in America is very dim, indeed.

Despite his detractors who claim he overemphasizes professionalism, Argetsinger does have the best interests of club racing at heart. As he himself proclaims, "Club racing is the basis of the whole thing... from which we draw our driving talent, officials, the whole gambit." Such is not the obvious, selfish, and pragmatic reasoning that it seems, with the intended purpose of ostensibly strengthening the pro ranks with good, proven amateur talent, for he continues, "I'm very concerned about amateur club racing...I hope that club racing is indeed not being eroded. It's the base of the entire system." And he means it.

His obligation though, due to his dual position, is not toward the amateur, as in the past with other Directors. Using the framework of the club to his advantage, specific individuals and committees have specific functions, as evident by a discussion on the proposed combination of the myrid of classes. "This has been considered and the club competition board may come to this eventually. Apparently there is a great need for these classes (such as FC). At least my members feel so, and after all, club racing is for the members. I'm sure no matter what happens it (that classes) will be preserved at least in regional racing. For National programs it's true. For spectator

Riverside



ED PITZ

Postponed two weeks due to heavy rain, the March 17 Riverside Regionals proved well worth the wait.

The Formula Ford round, with 34 starters, opened the day on a good note. Jim Shopneck's Titan spurted into the initial lead ahead of pole-sitter Dennis Firestone (trying out the Pacific Formula Falconer Elden), Barry Blackmore's Lotus, Tom Sauerbrei's Titan, Rob Jackson's Royale, Sam Nicolosi's Merlyn, Randy Carter's Elden, and Steve Cook's Titan.

Firestone led after one lap but upset the script by spinning down to eighth place at turn 9. Blackmore and Shopneck began a private dice for the lead and pulled out a few seconds on the third place argument between Jackson, Carter, Nicolosi, and Cook.

Firestone joined the party on the seventh lap and two laps later, he and Jackson were at the head of the class and trying to bridge the three-second gap to the leaders. On the 11th tour, the front four - Blackmore, Shopneck, Firestone, and Jackson - were wheel to wheel. The Elden promptly took the lead on the backstraight and Firestone went on to score a great win by 3.3 seconds.

Jackson took second from Shopneck after Blackmore clipped the turn 6 armco and suffered a flat tire. Nicolosi beat out Cook and Carter in the race for fourth.

Surprisingly, there was no contest in the Vee race as John Condren's Motorsport walked away to win by 12 seconds. Wayne Shalamunec's Kellison was an uncontested second after Andy Burgraff's Beach retired with horrible rattling noises in the motor.

Don Lyon and Rick Armijo in RCA's went at it for third but Armijo ran out of gas in the closing laps and fell down to eighth place. Ray Stephens' venerable Formcar outdragged Jerry Cabrinha's Zink for fourth while novice John Courtright's Caldwell finished sixth.

The F/SCCA round drew a field of 11 cars and was a walkover for Merle Brennan's F/A Matich. The anticipated battle between Larry Wright's BT29 and Ron Chiniquy's Lotus failed to materialize as Wright motored into the distance for second.

Drag racing's Danny Ongais led at the start but swapped ends at turn 6. He spent the rest of the race climbing through the field and finally ousted Chiniquy from third place on the penultimate lap.

RIVERSIDE F/VEE

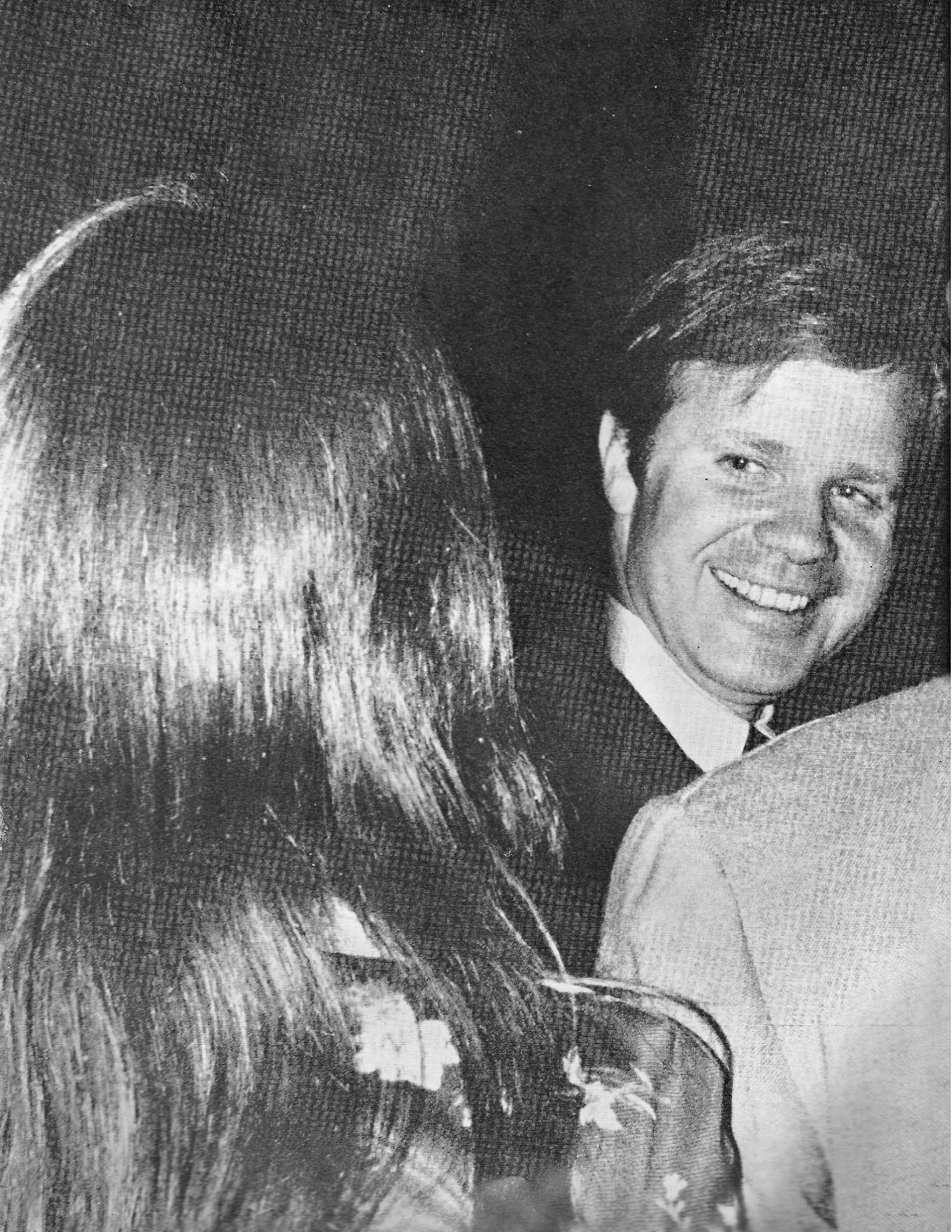
1.	John Condren	Motorsport 28m. 51s. (84.853 mph.)
2.	Wayne Shalamunec	Sierra Porsche Audi Kellison
3.	Don Lyon	Bay News Company RCA
4.	Ray Stephens	Stephens Formcar
5.	Jerry Cabrinha	Auto Pair Zink
6.	John Courtright	Courtright Caldwell
7.	Steve Murray	Murray Crusader
8.	Rick Armijo	Armijo RCA
9.	Mike Shamburg	Shamburg RCA
10.	Don Halwes	Erickson RCA

RIVERSIDE F/SCCA

1.	Merle Brennan	Brennan Auto Matich F/A
2.	Larry Wright	Wright Brabham BT29 F/
3.	Danny Ongais	Ongais Lola T300 F/A
4.	Ron Chiniquy	Chiniguy Lotus 61 F/B
5.	Bill Baker	Baker Lola T300 F/A
6.	Charlie Powell	Powell Lola T240 F/B

RIVERSIDE F/FORD

1.	Dennis Firestone	Pacific Formula Falconer Elden 25m. 40.09s. (95.3 mph.)
2.	Robin Jackson	Swanson Motor Racing Royale RP16
3.	Jim Shopneck	Cannon Headers Titan MK6
4.	Sam Nicolosi	Nicolosi Merlyn MK25
5.	Steve Cook	Cal Formula Titan MK6
6.	Randy Carter	Carter Elden MK10
7.	Dick Cooney	Pacific Formula Merlyn MK25
8.	Tom Sauerbrei	Sauerbrei Titan MK6C
9.	Ken Dunn	C & S Engraving Titan MK6C
10.	David Whitney	Whitney Titan MK6





STEVE MAYER PHOTO

"The Way We Were"

By Steve Mayer

SCCA, the club for the racers is changing, but the more they change, the more they'll remain the same. The 1974 version of the National Convention in San Francisco (February 20-24) featured one luncheon, two dinner banquets, and three cocktail parties, and one awfull joke by Alex Keller, Chairman of the Board of Governors; they also had a meeting of the Board of Governors and the "annual meeting," but those were incidental. No, the purpose of the convention was that of the club, to have fun. They traveled the bay on a boat, wrecked Triumphs in an autocross, enjoyed the notoriety of the massage parlors and reknewed old acquaintances from the past. Notables like Zora Arkus-Duntov, father of the Corvette, and Bob Bondurant were there, as were Yutaka Katayama, President of Nissan (Datsun), George Follmer, and Mark Donahue. Even Tracy Bird. They came to be with their club, the one they helped form, create, and perpetuate.

It was a time for memories. George Follmer told of his happy times when beginning. He had started with the club and would probably end with them, his friends.

Mark Donahue recieved the highly coveted Woolf Barnoto Trophy for his 13 years of service and devotion to the club's activities. Thirteen years previous, almost to the date, he recalled having announced to a group of friends at a meeting of his region that he would become a racing driver. A week earlier he had won his last race. He too had begun with SCCA; he had finished with SCCA. But he was still very much a member of the club.

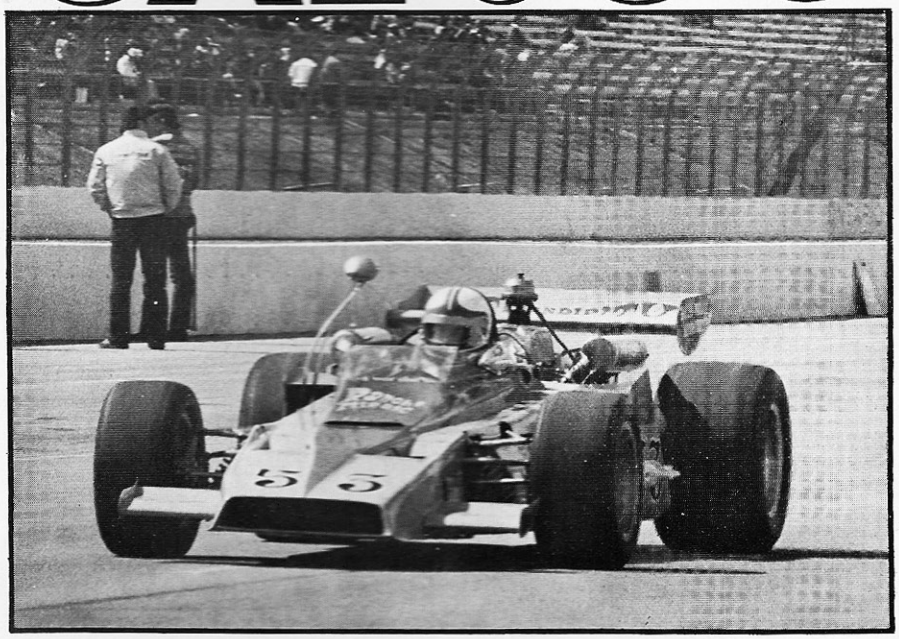
On the last lap of his last race, a group of club corner workers had hoisted a sign for only him, their friend, to see, "Goodbye Mark, We'll Miss You." He had come to say goodbye as a driver, but not as a friend.

Everyone wanted to be together. And they were. That's the way we were, 1974.

1 & 2 The many faces of Bobby Unser's Olsonite Eagle were abandoned for race day.
3 Dick Simons Foyt powered Eagle gets a little help out of the pits.
4 Superfast A. J. Foyt at speed.
5 Lloyd Ruby's unlimited racing Eagle takes on fuel.
6 Snider, Bettenhausen and third place man Jerry Grant tool through turn one.

(below)
The slowest car of the day, John Cannon's pregnant mongoose.

CAL 500



Bob Gloye photos

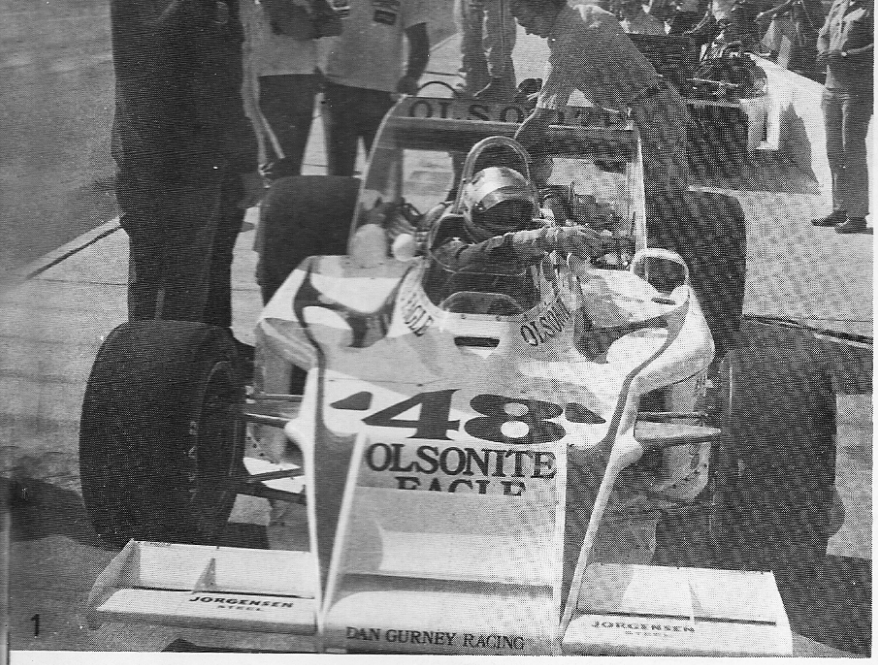
Paul Pfanner

The 1974 California 500 was an obvious turning point for both USAC and Ontario Motor Speedway. For USAC the race was the first under the again revised fuel, wing & turbo restrictions. And for Ontario it was a switch from its traditional September date to March in hopes of better weather and larger crowds.

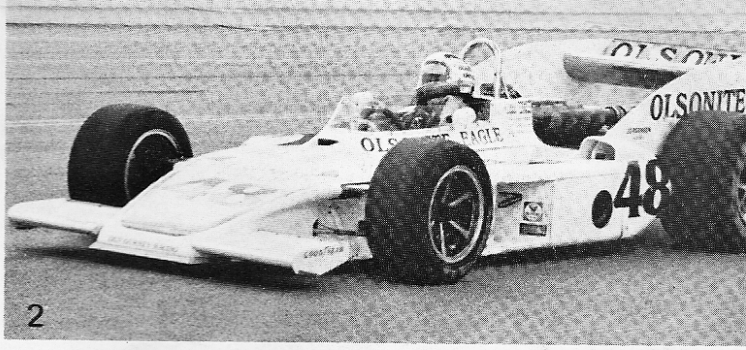
A week before the race things looked grim, the weather was cold and rainy! The entry along with the crowd was small for the qualifying races, and if that wasn't enough skeptical sportscaster were predicting a negative public reaction towards motor racing in the face of the "energy crisis".

With this in mind I headed to the track with visions of a tiny crowd watching A.J. Foyt motor away from an anemic field interupted occasionally by driving rainstroms.

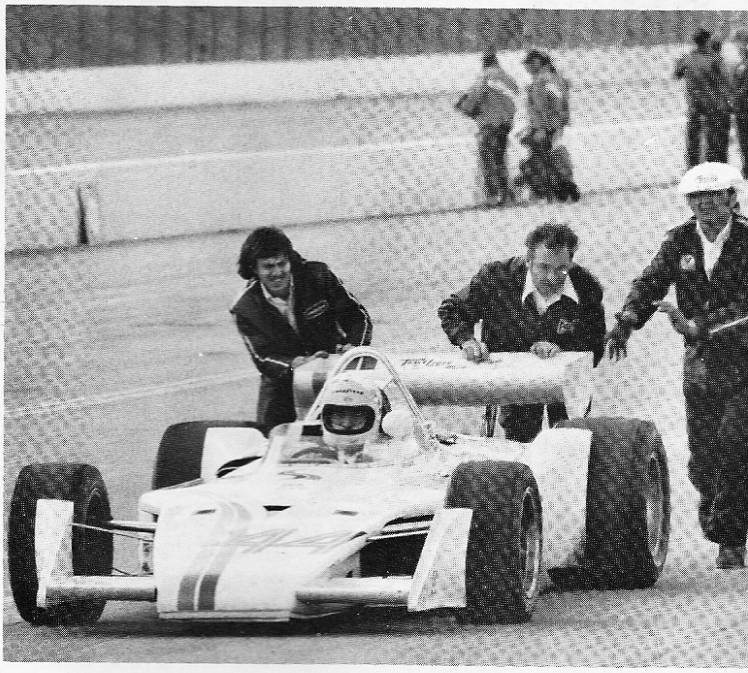
Well as you probably know A.J. didn't win, the Unsers did (Bobby first, Al second) the crowd also won, they where treated to Bobby and Al's wheel to wheel antics for almost the entire race, (they finished 58/100's of a second apart for the clostest finish in USAC 500 mile race history) but the biggest winner of all was the speedway management with a crowd of over 100,000 and the largest at the track ticket sales in the speedways short history.

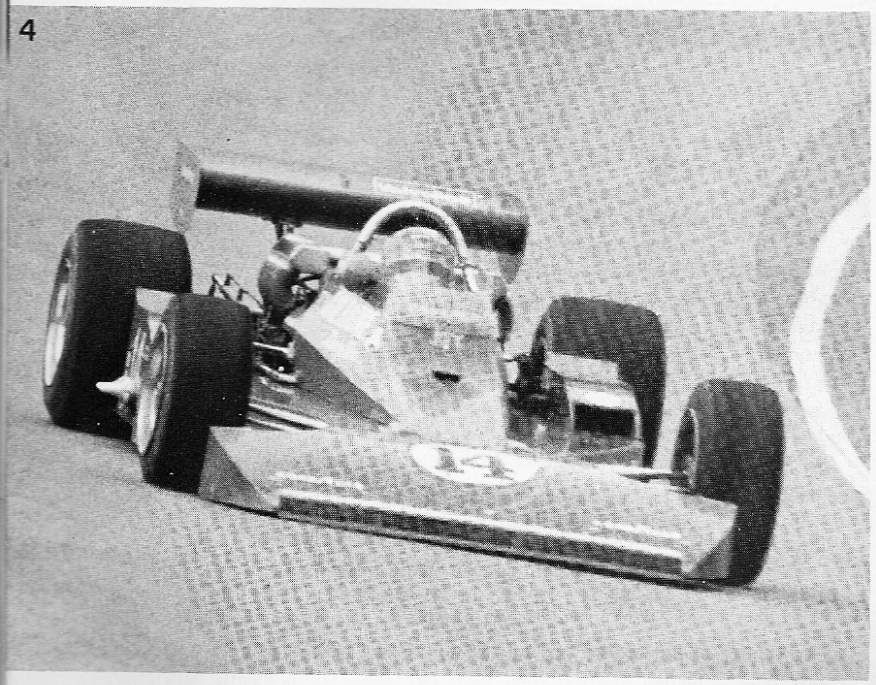


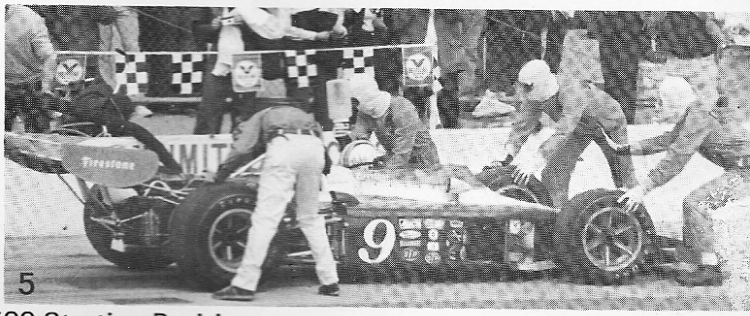
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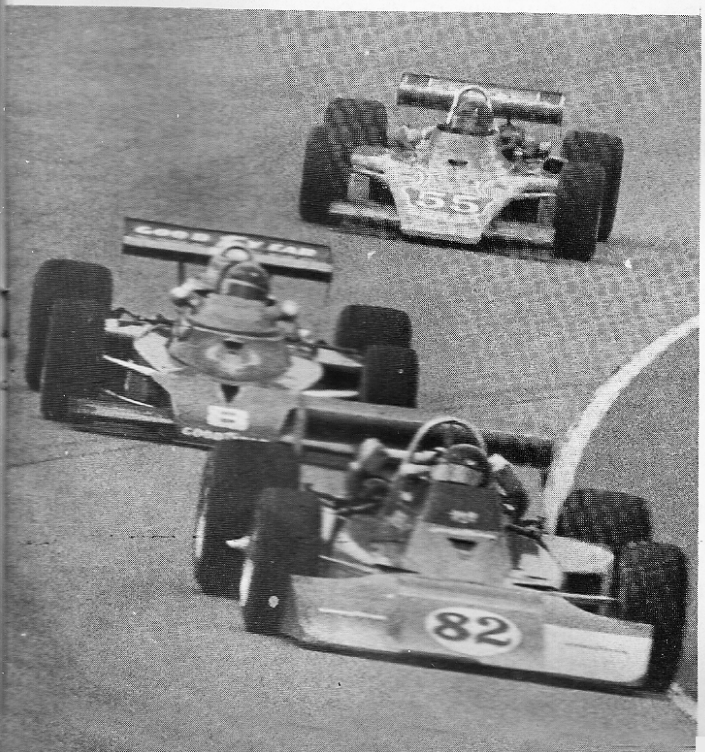
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3


4



5



California 500 Starting Positions

14-A.J. Foyt
Gilmore Racing Coyote-Foyt

21-Jimmy Caruthers
Cobre Firestone Eagle-Offy

45-Jim McElreath
ThermoKing Eagle-Offy

2-Wally Dallenbach
Patrick Racing Eagle-Offy

77-Salt Walther
Dayton-Walther McLaren-Offy

8-Gary Bettenhausen
Penske Products McLaren-Offy

16-Joe Leonard
Parnelli Eagle-Offy

27-Tom Bigelow
Bryant Gas Air Cond. Vollstedt-Offy

24-Tom Sneva
Kingfish-Offy

53-John Cannon
Minnesota Serendipity Atlanta-Foyt

86-Al Loquasto
Martin Guitar McLaren-Offy

3-Johnny Rutherford
Team McLaren-Offy

18-Steve Krisiloff
American Kids Racer Eagle-Offy

15-Al Unser
Viceroy Eagle-Offy

42-Jerry Karl
Lindsey Hopkins Eagle-Offy

5-Mario Andretti
Viceroy Parnelli-Offy

55-Jerry Grant
Cobre Firestone Eagle-Offy

98-Mike Mosley
Lodestar Eagle-Offy

82-George Snider
Greer Coyote-Foyt

92-Bill Simpson
Apple Annie Speakeasy Brabham-Offy

23-Skip Barber
Crower-Eagle-Chevy

97-Johnnie Parsons
Lodestar Eagle-Offy

48-Bobby Unser
Olsonite Eagle-Offy

9-Lloyd Ruby
Unlimited Racing Eagle-Offy

1-Roger McCluskey
Lindsey Hopkins McLaren-Offy

44-Dick Simon
Travelodge Eagle-Foyt

4-Billy Vukovich,
Sugaripe Prune Eagle-Offy

7-Gordon Johncock
Patrick Racing Eagle-Offy

89-John Martin
Unsponsored McLaren-Offy

94-Bentley Warren
Vadis Finely-Offy

76-Rick Muther
Webster-Offy

93-Bob Harkey
Cicada Racing Cicada-Offy

28-Mike Hiss
Eisenhour Eagle-Offy

CALENDAR



MIKE VANNATTER DRAWING

PRO

EUROPEAN CHAMPIONSHIP FOR FORMULA 2 DRIVERS

Mar. 24	Montijuich, Spain
Apr. 7	Hockenheim, Germany
Apr. 15	Thruxton, England
May 5	Pau, France
June 2	Salzburgring, Austria
June 9	Hockenheim, Germany
July 14	Mugello, Italy
Aug. 11	Karlskoga, Sweden
Aug. 25	Enna, Italy
Sept. 15	Albi, France
Sept. 29	Hockenheim, Germany
Oct. 13	Vallelunga, Italy
Oct. 27	Estoril, Portugal

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

Mar. 16/17	Brands Hatch, England
Mar. 24	Mallory Park, England
Apr. 6/7	Silverstone, England
Apr. 12	Oulton Park, England
Apr. 15	Brands Hatch, England
Apr. 28	Zolder, Belgium
May 19	Jyllandsringen, Denmark
May 27	Thruxton, England
June 2	Zandvoort, Holland
June 16	Misano, Italy
June 23	Mugello, Italy
June 30	Monza, Italy
July 14	Mallory Park, England
July 28 M	Mondello Park, Eire
Aug. 4	Silverstone, England
Aug. 18	Thruxton, England
Aug. 26	Brands Hatch, England
Sept. 8	Oulton Park, England
Sept. 15	Imola, Italy
Sept. 22	Casale, Italy
Oct. 6	Snetterton, England
Oct. 13	Mallory Park, England
Oct. 20	Brands Hatch, England

WORLD CHAMPIONSHIP FOR DRIVERS FORMULA 1

Jan. 13	Argentine Grand Prix, Buenos Aires
Jan. 27	Brazilian Grand Prix, Interlagos
Mar. 30	South African Grand Prix, Kyalami
Apr. 28	Spanish Grand Prix, Jarama
May 12	Belgian Grand Prix, Nivelles
May 26	Monaco Grand Prix, Monte Carlo
June 9	Swedish Grand Prix, Andersdorp
June 23	Dutch Grand Prix, Zandvoort
July 7	French Grand Prix, Dijon
July 20	John Player (British) Grand Prix, Brands Hatch
Aug. 4	German Grand Prix, Nurburgring
Aug. 18	Austrian Grand Prix, Osterreichring
Sept. 8	Italian Grand Prix, Monza
Sept. 22	Canadian Grand Prix, Mosport
Oct. 7	United States Grand Prix, Watkins Glen

1974 SCCA VW GOLD CUP SCHEDULE

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

NON-CHAMPION FORMULA 1 RACE

Mar. 16/17	Race of Champions, Brands Hatch, England
Apr. 5/7	International Trophy, Silverstone, England
Aug. 25	Swiss Grand Prix, Hockenheim, Germany

FORMULA 5000 CHAMPIONSHIP OF AMERICA

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

AMATEUR

SOUTH EAST DIVISION SCHEDULE NATIONAL RACES

Apr. 20/21	Virginia International Raceway

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

REGIONAL RACES

Mar. 16/17 Palm Beach International Raceway
Mar. 30/31 Virginia International Raceway
Apr. 6/7 TBA
May 25/26 Palm Beach International Raceway
June 8/9 TBA
June 22/23 Palm Beach International Raceway
June 22/23 Road Atlanta
June 29/30 Virginia International Raceway
July 27/28 TBA
Aug. 24/25 Virginia International Raceway
Aug. 24/25 TBA
Sept. 21/22 Road Atlanta
Sept. 28/29 Palm Beach International Raceway
Oct. 5/6 TBA
Oct. 5/6 Virginia Internation Raceway
Nov. 16/17 Palm Beach International Raceway
Dec. 7/8 TBA
Oct. 27 - Nov 3 Road Atlanta Run Offs

NORTHERN PACIFIC DIVISION

NATIONAL RACES

Apr.	20/21	Sears Point Int. Raceway
June	15/16	Portland Int. Raceway
	29/30	Laguna Seca
July	27/28	Seattle Int. Raceway
Aug.	10/11	Seattle Int. Raceway
	24/25	Portland Int. Raceway
Sept.	7/8	Sears Point Int. Raceway

REGIONAL RACES

Apr.	6/7	Sears Point
May	11/12	Portland Int. Raceway
	18/19	Seattle Int. Raceway
June	1/2	Laguna Seca
	15/16	Portland Int. Raceway
July	13/14	Sears Point
	20/21	Portland Int. Raceway
	27/28	Seattle Int. Raceway
Aug.	17/18	Sear's Point
Sept.	14/15	Seattle Int. Raceway
	28/29	Laguna Seca

DRIVERS SCHOOL

Apr.	13	Seattle Int. Raceway
May	11/12	Portland Int. Raceway
Oct.	12/13	Laguna Seca
Nov.	2/3	Laguna Seca

TENTATIVE CENDIV SCHEDULE

NATIONAL RACES

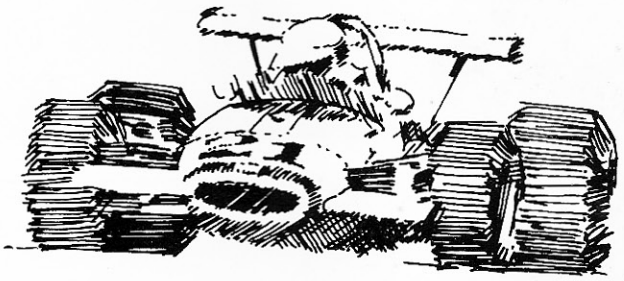
May	11-12	NE Michigan/Sag V-Grattan
June	1-2	Milwaukee-Blackhawk
	15-16	Chicago-Road America
	29-30	Indiana NW - IRP
July	13-14	Land O'Lakes-Donnybrooke
	20-21	Detroit
Aug	3-4	W Michigan-MIR or Grattan
	17-18	Blackhawk-Blackhawk Farms
	31-9/1	Cincinnati-Mid Ohio
Sept	7-8	NEOhio-Nelson Ledges
	21-22	Indianapolis-IRP

REGIONAL RACES

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

DRIVER SCHOOLS

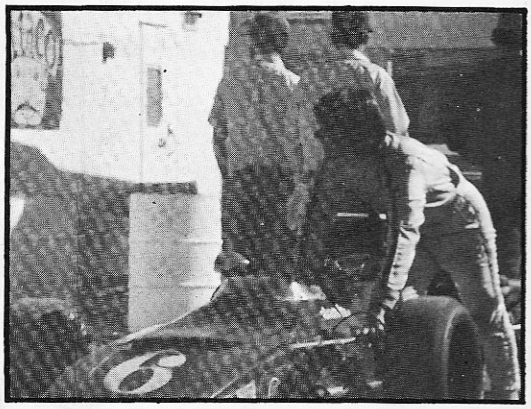
Apr	20-21	Indianapolis-IRP
	27-28	Detroit-Waterford
May	4-5	Chicago-Blackhawk Farms
	18-19	Milwaukee-Road America
	25-26	Land O'Lakes-Donnybrooke
June	1-2	West Michigan-Grattan
	8-9	Ohio Valley-Mid-Ohio
Aug	24-25	NEOhio-Nelson Ledges
Sept	28-29	Land O'Lakes-Donnybrooke
Oct	19-20	Blackhawk Valley-Blackhawk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

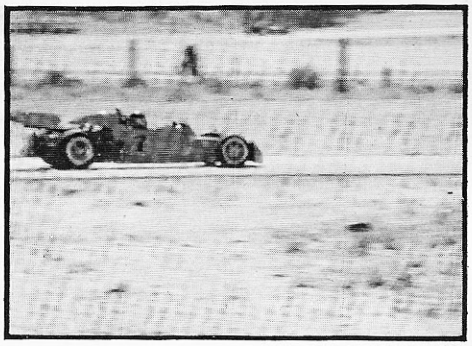


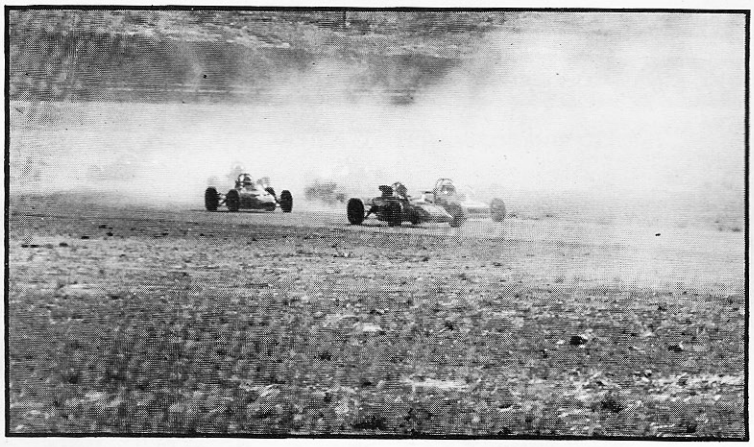
MICHAEL VANNATTER DRAWING

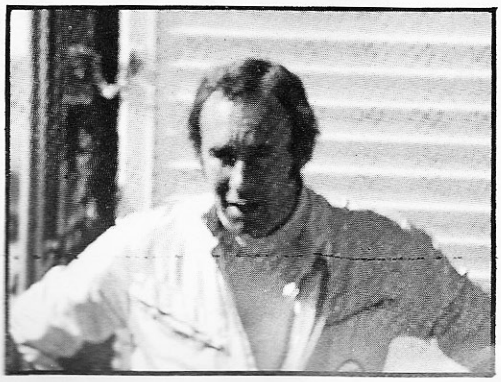
Phoenix National:

Sun, Sand, & Shunts.









The National circus ventured to Phoenix Fastrack Raceway on Feb. 23-24 for the second points event of the season. The fuel crisis provided much worry but failed as a deterrent; the number of entries in the formula classes was roughly similar to previous events at the circuit in the last few years.

Compared to other events at Phoenix, this one was by and large an artistic success. Scheduling dramas were non-existent and the timing and scoring were considerably improved although there were a few sour faces when the grid sheets were posted.

The Fords had opening honors and there were 27 of them ready for the Saturday afternoon qualifying session. Two entries were eliminated during morning practice; Joe Cavaglieri's Lotus lost a wheel in an argument with the turn 7 barrier while Ron Fedele crashed in the esses and tweaked the chassis of his Crossle.

David Parke's ADF set the pace during both qualification periods; he followed up his 1m. 46.2s. on Saturday with 1m. 46.0s. on Sunday morning. Dennis Firestone's KKW Titan was close behind at 1m. 46.2s., an improvement of .4 second on his Saturday effort. Tom Weichmann's Lola was next at 1m. 46.3s. after grappling with various problems in the first session. Bob Earl's Lola did 1m. 46.6s. in four laps on Sunday beofre stopping with broken rocker studs. Dick Cooney's Merlyn posted 1m. 46.6s. got fifth. On 1m. 47.0s. were Ron Dykes' Crossle and Dick Ferguson's Lola although the latter driver was forced to change engines after damaging one on Saturday.

Eddie Miller, now driving a new Lola in place of his Hawke, recorded 1m. 47.2s. David Washburn's Titan was timed at 1m. 47.6s. on Saturday but mechanical problems in the final session forced him to withdraw. Alan Holly's Elden led the fifth row at 1m. 47.8s. with Rick Paronelli's McNamara .3 second further back.

As in last year's event, the race resembled a destruction derby with numerous incidents and spins. Parks led the closely bunched field around the first lap before losing the advantage to Firestone at the final corner. Close behind was Earl, Cooney, Dykes, Holly, Ferguson, Miller, Paronelli, and Bob Lazier's new Winklemann.

The fender-bending began on the second lap. Earl pushed the ADF down to third at turn 2. Parke slid wide on the exit of turn 3 and spun back on the track in front

1. Bob Lazier - F/V winner in a Zink, and 3rd in F/F in his Winkelmann.
2. Promising Tim Cooper on his way to his second straight F/B win.
3. Typical Ford action.
4. Elden driver Alan Holly on his way to the pregrid.

(cont. on page 20)



Mike Hall

Tasman Topics

The Tasman has finished for another year. The Europeans have gone home to organise themselves for the European F. 5000 Championship or for the American Continental Series. Graham McCrae has come to the United States to check on the progress of the McCrea--nee Talon cars in Jack MacCormacks workshop and of course everyone knows that Peter "the rabbit" Gethin has won the Tasman Title. The first time in years an Englishman has taken out the coveted series "Down Under."

At our last report after Oran Park we had Max Stewart on top of the series closely followed by Peter Gethin, John MacCormack and John Walker. Max Stewart looked to have a very real chance to take out the title. The previous 'lein-holder' on the Tasman - Graham McCrae was way out of contention although still able to talk philosophically about his position. His car was showing tremendous speed however the reliability of the car was letting him down. On the other hand it was the reliability of Peter Gethin and the ability to finish every race that kept him towards the front. Of course Peter although new to the Tasman Series himself, was in the capable car of the Belgian V.D.S. team which had campaigned two previous Tasmans and therefore had the experience to organise little (!) things like transport, accommodation, gear ratios etc that are very possibly the major part or possibly the major reason why the team did so well.

Surfers Paradise, round 6, very nearly didn't happen. Plagued by floods and heavy rains the track organisers were hard pressed to get their Feb. 10 meeting. In fact on the Sunday morning of the race after warm up laps and inspection by the drivers, quite a few of them were adamant that the race should be cancelled and the prize money allocated on the grid positions because the track surface was breaking up badly and an obvious danger to the thin two ply racing tires. It was only after a compromise had been worked out whereby the organisers painted some of the track 'off limits' and thereby creating "no passing zones" that the race went ahead.

Teddy Pillette had protested most vigorously against the race going on however once the race had started he seemed to redirect his frustration and anger to such good effect that by lap 3 he took the lead and from then on the field never saw him again, as he spirited away to a completely unchallanged win.

Max Stewart and Peter Gethin was in 4th place with Brown and then Walker.

After ten laps Pillette was 4 seconds clear as Max Stewart was about to pass McCrae - all alone in 4th place was Peter Gethin and further back Frank Matich gathering in John MacCormack.

Stewart passed McCrae going into the esses on lap 11 but McCrae was having to over come a sticking throttle. Max Stewart, try as he might could not catch Pillette and their times were almost indentical, although the Australian just pipped Pillette for the fastest race lap getting a 67.5 on the 12th lap, then on lap 16 when he was still 5 seconds down on the leader, Max Stewart's Lola rolled to a standstill on the main straight with the engine having blown a large hole on either side of the block. It was an

upset for double winner Max Stewart but left the series wide open. With Max Stewart out of the way McCrae was 12 seconds behind Pillette but Gethin was closing in and three laps later had passed the G.M. 2 so that Chevrons were running 1st and 2nd, and that was how they finished, Pillette steadily pulling away from his team mate opened the margin from 17.5. seconds at 25 laps to 26.3 seconds at the finish.

Frank Matich drove a good race to finish 3rd this being his first start in the Tasman series this year. John MacCormack who was only able to start after Frank Matich had loaned him tow vital gearbox bolts finished 4th and was 7 seconds further back, John Walker was 5th leaving Graham McCrae in 6th place.

After Surfers Paradise the 'circus' moved to Melbourne in the Southern part of Australia for the seventh and 2nd last round of the Tasman.

The series still being wide open but Gethin at this stage being the model of consistency was in a good position to win the series. Sandown saw Peter Gethin win his second race and virtually clinch the series after his only opposition in the race Frank Matich had water pump failture causing his retirement on lap 14. The Chevron had been modified by widening the track and updating the suspension to B28 specifications.

Graham McCrae came in second and John Walker 3rd. Fourth was Teddy Pillette ahead of Max Stewart.

So the last round at Adelaide meant that Peter Gethin only really needed to finish to be sure of winning the series - this he managed to do quite conclusively by coming in second behind Warick Brown in the Lola T 332. The win by Warick Brown gave himself and his new Lola their first F. 5000 win and complete a long hard comeback for him since his monumental prang in the 'Surfers' round of the Tasman the year before.

After 8 long hard weeks especially for the mechanics and crews, the Tasman was over for another year - perhaps one of the best closest Tasmans for some time, it illustrated the stature and general acceptance that F. 5000 has reached and also its ability to become a real international formula.

It will be very interesting to see how Peter Gethin, and the V.D.S. team, run in Europe this year and also if the lessons learned by Graham McCrae will be put to use in the U.S. series.

Another interesting point to note was that the V.D.S. were using Firestone tires. Perhaps this year will see F. A. cars in the U.S. series being able to compete on Firestone on equal, if not better, terms than the Goodyears.

At the time of writing, James Hunt has illustrated the ability too of the English F. 1 Firestone tires to complete and beat the Goodyears. At the Brands Hatch F. 1 race, Hunt was on pole in the dry with Firestone and last weekend proved it was no fluke by winning the Silverstone F. 1. race.

Peter Styvensent sponsored the Tasman Series this year and next year plan even greater participation - so with an ongoing sponsor and promotion the series could well become attractive to more European and American teams next year.

The U.S. F. 5000 series this year is shaping up despite the prolonged procrastinations by some of the organisers.

Let us have a quick look at some of the definate starters.

The Gurney Eagle with Brett Linger driving. This team has been testing extensively with both Brett and Sam Posey driving. Dan is having a very successful and well earned run of the U.S.A.C. circuit and the same meticulous approach should bring the results with the F. 5000 effort. A second Gurney car is to be run for Garcia Vega.

Parnelli - Jones will be fielding Mario Andretti in the new Lola. Obviously this effort fits in well with the team plans to run a F. 1. effort in 1975. The most interesting effect of the participation of this team is the direct involvment it brings from Firestone. Goodyear has had such a dominating role in the F. 5000 series that it can only help to see the interest and competition that Firestone will provide in this area.

Brian Redman is sure to be most competitive in the Haas - Hall Lola again this year. His appearances to date in England have underlined his ability and he must surely be the most capable and professional driver in the series this year. Combined with the genius of Jim Hall and the organisational ability of Carl Haas allied with Eric Broadley this team must be number one contender again this year.

Eppie Wietzes will once again be competing with a brand new Lola T 322. Eppie's small team preformed most creditably last year with always an immaculately prepared and presented car.

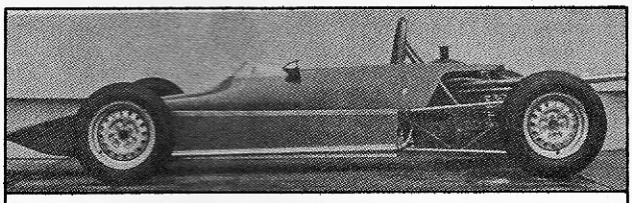
Chuck Jones Racing will be assisting an Australian Elfin works entry. This new car has received very interesting reports in the English and Australian press and it will be capably piloted by Australian Champion John MacCormack. This will be the first trip to the United States for John and the F. 5000 Elfin and it is good to see continued support from the Australian contingent.

Another team with 'down under' involvement is of course the Jack McCormack Talon Team. The basically McCrae cars will be driven by Graham McCrae and Sam Posey. The new cars are almost ready for testing and based on the speed of the McCrae in the Tasman they will certainly be up front in the U.S. Series.

Hogan Racing will be back again with one car this year for David Hobbs. The last years car has been sent to England for the European season and David has already notched up one win with it. An interesting point to note here is that for in both the Tasman and European season the T 300 Lola has been faster than the new T 322!!

Far from being a quiet year in 1974, we seem to have the basic ingredients for a most interesting series of races and providing the S.C.C.A. get their act together with the promotors, regulations and a series sponsor a definite

possibility exsits for a F.A. 'World Series' in 1975. With the move towards a common stock block formula this internationally accepted F.A. stands a real chance to be 'common meeting ground' of the various affiliations to show their wares to an expectant and receptive motor racing public.



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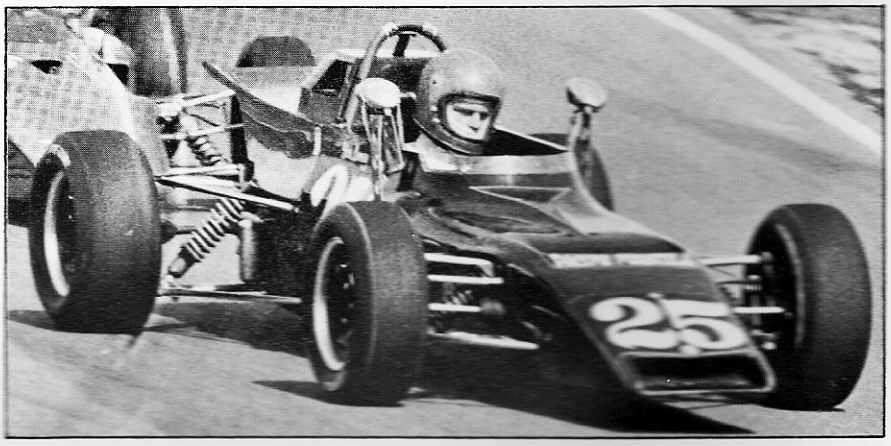
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of his pursuers. When the dust cleared away, Parke, Holly, Dykes, and Cooney were out with varying damage to their cars while everyone else was badly held up.

The mishap left Firestone and Earl out in front and scrapping furiously. Six seconds behind were Miller and Lazier carrying on a similar discussion for third. Fifth man Paronelli led a freight train composed of Sam Nicolosi's Merlyn, Dan Marvin's Titan, Zan Smith's Royale, Ferguson (delayed by the accident), Dale Elmer's Lola, and John Benton's Hawke. Nicolosi performed the first of three spins at turn 9 on the third lap and dropped to 16th.

Ferguson moved up quickly to a clear fifth but after five laps the engine began to sound horrible and he dropped back into the fray.

Back at the front, Firestone and Earl were having great fun, but it stopped on the tenth lap when Firestone spun and stalled at turn 10. The Titan recovered some 10 seconds in arrears but there wasn't enough time to erase the deficit. Thus, Bob Earl picked up his first National win and the first for the new Lola. Bob Lazier was a very pleased third two seconds further back while Eddie Miller was sidelined with mechanical problems on the sixth lap.

Fourth spot was full of action. Paronelli did a nonsense on the eighth lap and lost five places while Marvin also dropped from the head to the rear of the pack. Dale Elmer finally took it on the ninth tour and pulled away.

Marvin, making a desperate bid to move up, tried to outbrake everyone at turn 10 on the 11th round. He piled into Ferguson and Benton, causing mass confusion, and dropped out of contention after pitting to rearrange the bodywork. Benton's luck (or lack of it) remained intact for the Hawke retired on the spot--with a broken battery cable.

The incident put Smith's Royale up to fifth but Ferguson overhauled him on the final tour and stayed there. Paronelli took seventh well ahead of Tom Sauerbrei's Titan, Rob McCormack's Crossle, and Jim Morgan's Lola. Sam Nicolosi got as high as sixth before spinning in the closing stages and retiring on the final lap. Tom Weichmann never figured, the engine going off song at the start, and he circulated at the rear for six laps before dropping out.

PHOENIX NATIONAL/FF
FEB. 24, 1974

1.	Bob Earl	Lou Hodges Lola T340
2.	Dennis Firestone	KKW Titan MK6
3.	Bob Lazier	Lazier Winkelmann KHF-1
4.	Dale Elmer	Elmer Lola T340
5.	Dick Ferguson	Ferguson Lola T200
6.	Zan Smith	Smith Royale RP16
7.	Rick Paronelli	Paronelli McNamara
8.	Tom Sauerbrei	Sauerbrei Titan MK6C
9.	Rob McCormack	McCormack Crossle 16F
10.	Jim Morgan	Morgan Lola T340

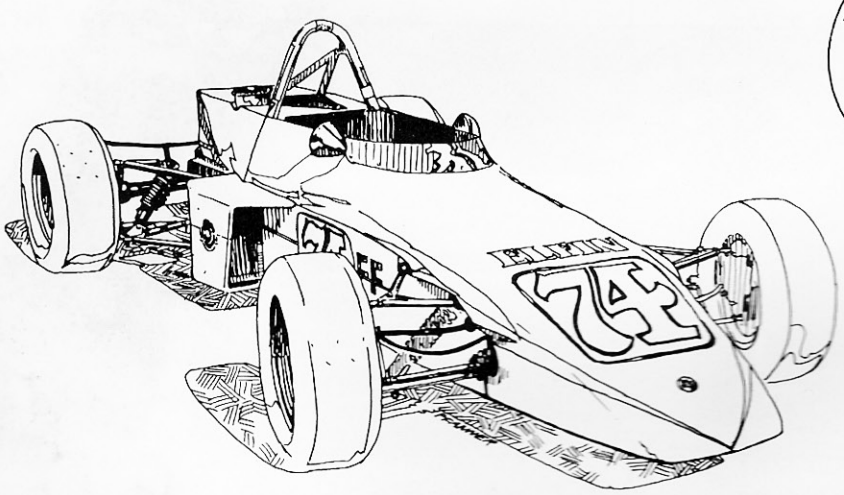
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The 1973 season saw Chuck McCain from Tucson dominate the formula car action with his Brabham FB and loner Chevron B-17. Don Roberts occasionally makes an appearance in his Lola T-190, and suitably shows all the form which had made him ARRC runner-up the past two years in B Prod. As in SCCA, FF provides some of the best and closest racing. Rich Gaulding in his Lotus 61 ran strong all year, taking the 1973 Class Championship. Mike Parsons, Lola T-200 was a close second to Gaulding in the overall standings, and Jim Munch, winner of 3 of the last 4 events, was 3rd in the Bug Caldwell D-9. In FV Dick Simis won seven of the nine events and the 1973 Class Championship, with Roy Dossey and Tom Meredith close behind for 2nd and 3rd honors out of the over 30 FV's earning overall points in the class.

The highlight of each ASRA season is the annual Don Schecter Memorial Enduro run in December each year. One 100-minute race, complete with pit stops, etc., is run for all formula cars. The 1973 Enduro held December 9th saw Chuck McCain take 1st overall and FB honors, with Jim Munch 2nd overall and 1st in FF, and Dick Wolfe 3rd in his Lotus FB.

The 1974 ASRA season got off to a good start January 20 on the wider, smoother, newly resurfaced Mel Larson track. Again Chuck McCain won overall and FB honors, with Rich Gaulding close behind in the Lotus 61 FF. John Ward was first in FSV, and FV went to frequent bridesmaid Roy Dossey in the Fiberkit.

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(cont. from page 20)

Phoenix Formula Vee

The Vee race came close to being one of the best-ever at Phoenix. Bob Lazier's Zink snatched the pole on Sunday at 2m. 0.5s. after clocking 2m. 1.2s. in the Saturday session. Harvey Staab's similar machine was next at 2m. 0.8s. and was one of a few not to improve on Sunday. Tom Millis' Lynx annexed third at 2m. 1.1s. with Dick Murray's Bandido .1 second slower. Jerry Barker's Bandido was fifth at 2m. 1.4s. Bill Noble's Lynx B was timed at 2m. 1.9s., only .1 second ahead of Herbert Brownell's German Auto Repair Zink. Pete Sharland's Keilison recorded 2m. 3.2s. with the top ten filled out by Richard Simis' Zink (2m. 4.3s.) and Ed Shantz' Caldwell (2m. 4.6s.)

Brownell made an electrifying start from the fourth row and slotted into third behind Lazier and Staab as they left the oval. Staab ousted Lazier on the backstraight only to be passed by Brownell while braking for turn 9. Brownell stayed in front to lead the first lap from Staab, Lazier, Noble, Barker, Millis, and Bob Griesenbeck's Lynx (up from the sixth row), these seven composing the front bunch.

Staab was back in front by turn 2 and he kept in until Lazier shot past on the backstraight. In line astern were Brownell, Barker, Noble, Millis, and Griesenbeck. Brownell and Barker completed the third lap ahead of Lazier, Staab, Griesenbeck, Noble, and Millis.

Griesenbeck, driving in a very determined fashion, began to make his presence felt and completed the fifth lap in second behind Lazier. He took the lead shortly after only to lose it on the inside of turn 9 and drop to the rear of the pack.

The in-fighting continued with Staab, Lazier, and Brownell doing most of the leading although the chopping and changing on the backstraight had to be seen to be believed.

The first change came on the eighth lap when Staab abruptly coasted into the padlock to retire. Now the order was Brownell, Lazier, Noble, Barker, Griesenbeck, and Millis.

Brownell and Lazier were really having at it, running abreast from start-finish through the off-camber turn 2 before Brownell took the verdict. When the leaders reappeared, there were only three where there had been six. Millis, Griesenbeck, and Barker apparently had an argument out in the hills and the Bandido continued several seconds behind in fourth while the other two retired.

Lazier finally broke the tow on the last lap to score a well-earned victory by three seconds. Brownell and Noble fought for the runner-up position to the very end with the Zink coming out on top.

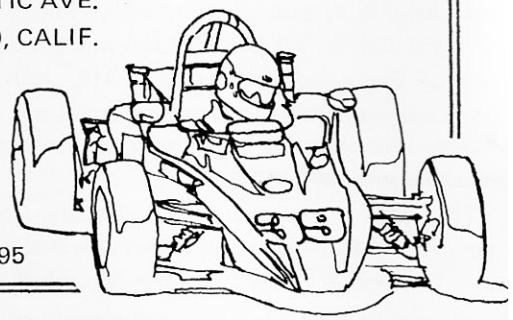
Behind fourth man Barker came Ed Shantz' Caldwell after a good drive. Pete Sharland had kept him honest for much of the race before falling back into a battle with Richard Simis and Clyde Cabrinha. Simis took sixth from Sharland and Cabrinha at the finsh.

PHOENIX NATIONAL F/VEE
FEB. 24, 1974

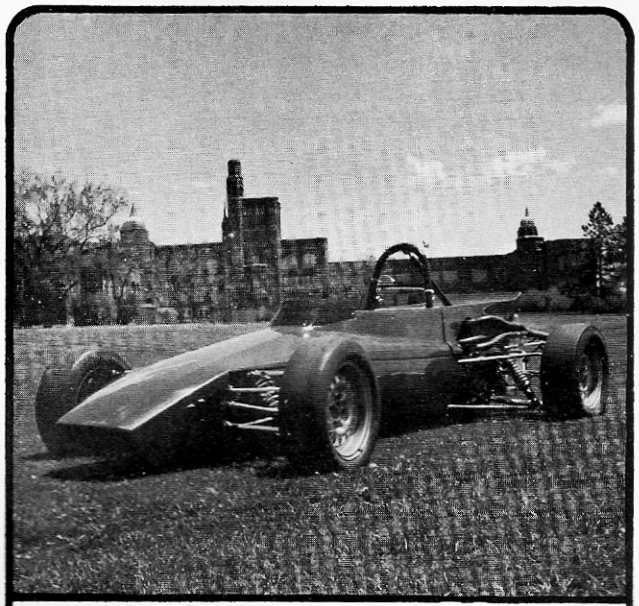
1.	Bob Lazier	Zink
2.	Herbert Brownell	Zink
3.	Bill Noble	Lynx B
4.	Jerry Barker	Bandido
5.	Ed Shantz	Caldwell
6.	Richard Simis	Zink
7.	Pete Sharland	Kellison
8.	Clyde Cabrinha	Zink
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(cont. from page 8)
events it probably needs to be streamlined a little bit. The club competition board, though, is very sensitive to the needs of the members. And I think it should be."

Just as deep as his concern for the welfare of club racing remains, is the reverting of emphasis back to the professional side of racing. "A 'Nationals' series sponsorship would be great. I don't think prize money will be awarded for National racing, because club racing is amateur racing. There isn't going to be prize money as such. That doesn't mean that money can't go back into the series in some way to benefit the competitors." Apparently there is a definite move for the expansion of a revenue-sharing plan such as the Gold Rush series on the West Coast. So he definitely has the "amateur" interests in mind, especially if they raise their standard of professionalism as an entertainment entity.

Additionally he's attempting to revive interest in that previously shunned class, Formula Atlantic (FB). Presently, a five-race series is in the works, with events at Lime Rock, Mid-Ohio, Road America, Watkins Glen, and Road Atalnta. A high crowd turnout is expected, but more importantly is his attitude toward these competitors. "They deserve a series," he compassionately exclaims.

Certainly Formula B deserves a series, as an obvious showcase for future talent, but does F5000 deserve to subsist especially in view of relatively poor spectator turnout, and the literal financial support which L&M burdened alone from 1970?

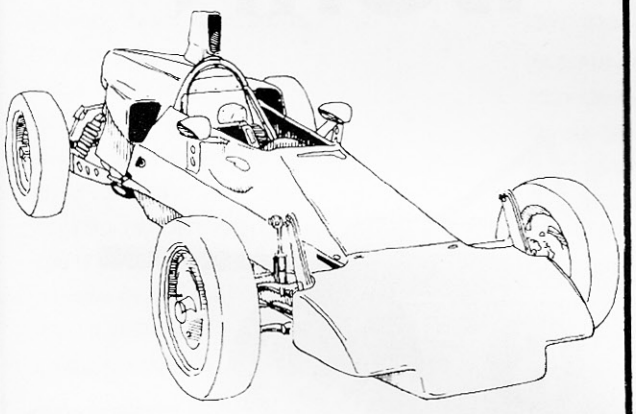
"I think the road racing fan in this country started out on the sports car. It apparently takes awhile to educate the general fan, general public to the open-wheeled kind of car on a road circuit. Except for Grand Prix, I don't think the single-seat/open-wheeled racing has had quite the crowd appeal, intially. It's had to be developed. I know that at Watkins Glen, and I ran it for 23 years, it usually takes three years to establish a new date and a new event." Feeling the F5000 series is coming of age, and will soon climb above the horizon, "F5000 filled the bill last year of the big name and fast car. And this year it will be even better. With Andretti, the Gurney Eagle, Jim Hall..." Unfortunately, there are no "new" names in professional road racing, SCCA has no viable "farm" system to produce a driver with the dynamic, public-appealing, crowd-drawing personality like Joe Nameth, or for that matter the "mystic" which former athletes like Stirling Moss and Willie Mays commanded ten years ago. Yet such talent is expected to rise from the amateur ranks. But will the next Jackie Stewart, the one who has the same box-office appeal which Stewart possessed in Europe, be an American, racing in America, coming directly from the club racing of SCCA, instead of Formula Three in Europe? Can anyone expect to become a great driver, much less a well-known personality starting in SCCA amateur competition?

So much for the present, and onto the immediate future. For Cameron Argetsinger, and therefore SCCA, the future is now. Argetsinger is attempting to establish (for 1975/76) a jointly-sanctioned series with the United States Automobile Club (USAC). "The goal is a common formula for single-seater/open-wheeled cars to compete in a single North American Championship." With ten to fourteen races, half would be on road circuits, half on ovals, each race having a minimum $100,000 purse. Allowing free driver and machinery interchange, the best talented drivers of both specialities would be premiered to North America in a geographically represtative, highly-indentifiable series. The joint-sanctioning, besides indentical rules, would be limited to the joint-administration of the championship, and points keeping; SCCA would control the road circuits, and USAC, their ovals. Otherwise the extend of the partnership would be limited, but such a venture is of truly enormous proportions anyway. The best of both systems, road racing and oval racing, would be combined, as too the best of both organizations, SCCA and USAC.

With the best drivers and best machinery competing on the best circuits, conceivably will be the best series in the history of the sport in America. The best of everything.

That's the way the man functions also. Cameron Argetsinger, wants the best of everything, not only for himself, but for racing as well. Having "restarted" road racing in this country, he now works to create that dramatic impact racing demands in Europe. That is one goal

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and type of motivation the club has never had. Cameron Argetsinger doesn't want to do just something, he needs to attain achievements which are just within realm. And he probably will.

This new Executive Director does not expect the problems with the Board of Governors as others had before him. "I don't anticipate any problems with the Board. The Board of Governors has given me a contract which spells out my responsibilities. I expect them to listen to my suggestions and proposals concerning policy...At times in the past they've run this business on a day to day basis. This is not the function of the Board of Governors. Management does that. If the management doesn't do the job, you get rid of the management and put in someone else. If they don't like the way I do it, they get rid of me, though there's still the contract..."

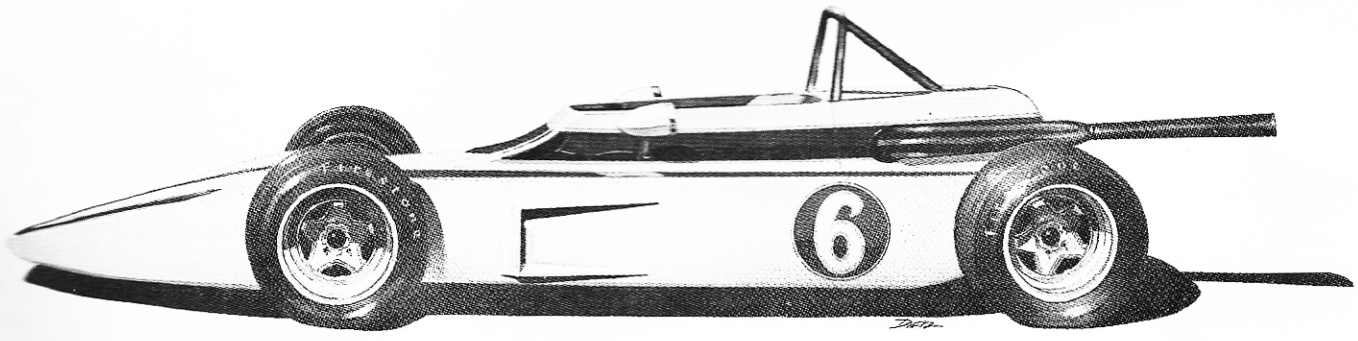
In his previous post as Director of Professional Racing, he was often blamed for lack of commerical sponsorship for the various series, as well as the occasional disorganization of pro racing. Unlike his present contract, his duties were undefined, more along the line of "Just run it, don't ask questions," which is a common prevailing attitude of the Board. Only this criticism was able to monentarily suspend his eternal optimism. Somewhat resentful over the misinterpretation of his former duties by others, his frustration about the lack of sponsors becomes apparent. "We've been so close, so many times....as you know, you go to the well so many times before you hit. Of course, we hired an organization whose sole purpose is to seek sponsors." Having the professional courtesy of not berating an associate in public, his tone of voice indicated, that this organization, Mark McCormack's Motor Marketing International (run by H. Kent "Bud" Stanner) may well be "on the line" with SCCA, as well as Argetsinger. Lack of success is bothersome, for to reach that highest pinnacle, the forefront of racing, everyone in "the team" must be successful. With sponsorship playing such as important part of the plan, those associated with that aspect must be overwhelming successful. In other words, expect to see that newest mega-buck sponsor shortly, or a new sponsorship seeker.

Perhaps most suprisingly, the one aspect of racing Cameron does not fully understand is the appeal of racing to the spectator, "I don't know just what the appeal of racing is. It's hard for me to tell you what the appeal of racing is to me, although basically it's the cars and drivers..." But he is a shrewed promoter. "I know a little bit maybe about what sells tickets. It's names basically. That's the first and most important thing. And if you have the best driving the fastest and most difficult cars, then there's no question of a show."

Whether he is the racers' promoter like Les Richter at Riverside, or the fan's promoter (and portector) like Clif Tufte at Road America, only time will tell. At Watkins Glen he was both, but the times and condition of the 50's and 60's are wastly different from the variables of the

(cont. on page 26)

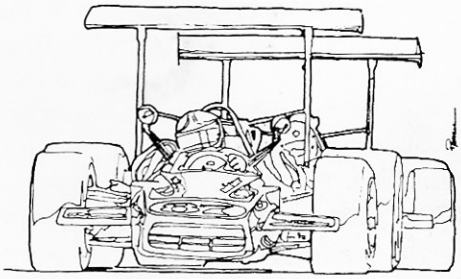
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Argetsinger (cont. from page 24)

70's. Hopefully the realization has raced through his fertile, patient mind, that professional racing is for the fan who supports it, not for the racer who enjoys it. That concept, along with a multitude of others, has probably been carefully considered and scruntinized. Hopefully for the sake and future of professional racing, the emphasis will be equally on both the spectator and the participant.

Cameron Argetsinger, the new Executive Director and Director of Professional Racing of SCCA, has a need to succeed. He has no opposition from the Board of Governors like others before him; he has the opportunity to triumph. He has the chance to make road racing the most important form of motorsports activity in America, and he has a three-year contract which apparently embodies enough power to accomplish that goal.

But will he? "I think I can, and I.m sure going to give it it a hell of a try..."

And maybe, just maybe, he will.

Holtville (cont. from page 5)

fifth place, was up to second from Brownell, Kuykendall, and Barker.

On the 18th lap, Staab showed up well behind the others; he had found an errant course marker in his path at turn 4 and had spun to avoid it. That settled the issue as far as the lead was concerned and Klingler received the checker for his second National win of the season; his winning margin was 2.4 seconds. Brownell kept second despite the best efforts of Kuykendall and Barker. Staab, Woodward, and Robinson filled the next positions.

Ed Shantz spent most of the race reeling in Simis and the Caldwell driver's last-lap bid was successful. After swapping places numerous times, Guy beat out Adkisson for tenth by .9 second. Roland Bauerle's Autodynamics and Bob Campbell's Motorsport completed the finishing order.

HOLTVILLE F/VEE
MARCH 10, 1974

1.	Bob Klingler	Kwic 78.94 mph.
2.	Herbert Brownell	Zink
3.	Tim Kuykendall	Bandido
4.	Jerry Barker	Bandido
5.	Harvey Staab	Zink
6.	Ron Woodward	Zink
7.	Bill Robinson	Bandido
8.	Ed Shantz	Caldwell
9.	Richard Simis	Zink
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The Superflow 100 includes all necessary air blowers, controls and instrumentation and is available for $800 from:

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For more information, contact Neal Williams.

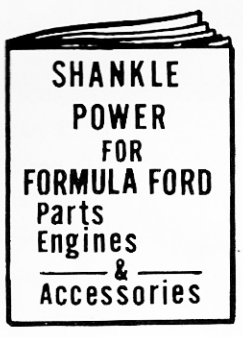
IMSA VOLKSWAGEN SCHEDULE

Volkswagen of America has renewed sponsorship of the 1974 professional Formula Super Vee road racing series. Each event will carry a $10,000 purse. Additional awards will be posted through various manufacturer's contingency award programs.

"We are most happy to announce the finalization of the 1974 VW Gold Cup series SCCA schedule," commented Argetsinger in making the announcement. "Our association with Volkswagen of America has always been a pleasant relationship while the series has provided close, competitive racing for the spectators."

The 1974 VW Gold Cup schedule has been established in order that the professional Formula Super Vee racers will be co-featured with SCCA Canadian-American Challenge Cup, Formula 5000 Championship and Trans-American Championship events. The Oct. 5 event will preface the U.S. Grand Prix at Watkins Glen, N.Y.

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



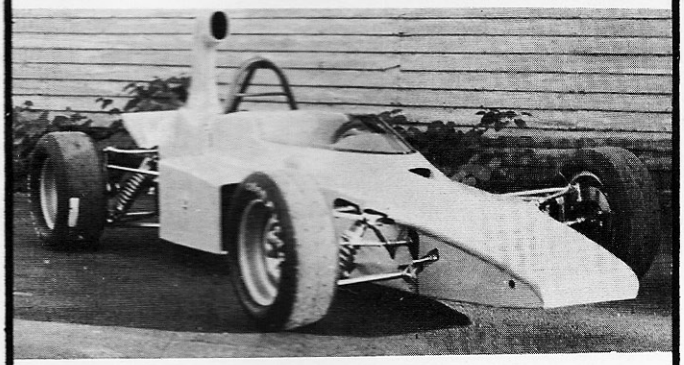
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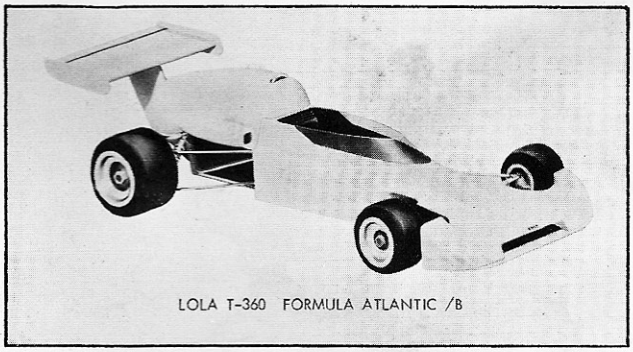
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LOLA T-360 FORMULA ATLANTIC /B

LOLA T-360 FORMULA B/ATLANTIC ANNOUNCED BILL O'CONNOR/TOM KLAUSLER TO CAMPAIGN IN U.S. - CANADIAN RACES

HIGHLAND PARK, ILLINOIS . . .Following a year's absence from Formula B/Atlantic competition, Lola Cars, Ltd. and Haas Auto Imports, the firm's exclusive North American importer and distributor, jointly introduced an all new model and emphasized the seriousness of their efforts in this class by announcing the sale of the first two cars to the highly successful racing partnership of Bill O'Connor and Tom Klausler.

Called the T-360, the newest Lola Formula B/Atlantic machine is the result of two years of intensive study and development. Weighing only 930 lbs., including water and oil, the T-360 incorporates a three-quarter monocoque with rear tube sub-frame using the engine as a semi-stressed member. Other features include a wind-tunnel tested body, inboard rear brakes and a Hewland FT-200 five speed gearbox.

In signing O'Connor and Klausler for the 1974 U.S. and Canadian professional races, the Lola/Haas combine have added a potent team to their stable of customers. In 1973, this duo won 7 of 14 Formula B/Atlantic races entered including the Three Rivers and Mosport Canadian Professional Championship events. The team also recorded four seconds and two thirds and set three track records last season. Klausler was named SCCA's "Mechanic of the Year" for his efforts in preparing the team's ex-Rondel Brabham BT-38's.

Customer deliveries of new Lola T-360 are scheduled to begin in April. All cars come complete with FIA/SCCA approved fuel tanks, aeroquip plumbing, Hewland FT-200 gearbox and the latest Lola magnesium alloy wheels. The T-360 will accept either Ford BDA or twin-cam power, making it suitable for either professional or SCCA amateur competition.



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