Riverside & Laguna F-5000 CHAMPION CLASSIC

FORMULA

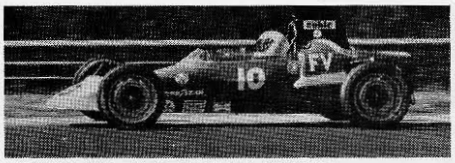
AMERICA'S INTERNATIONAL AUTORACING MAGAZINE
Vol. 3 No. 1 February 1976
One Dollar

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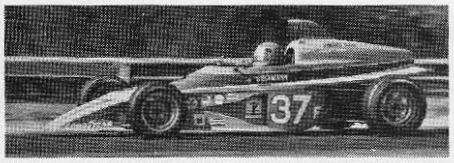
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THE COST OF FORMULA ATLANTIC
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WATKINS GLEN SUPER VEE



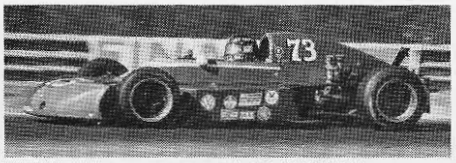
UNITED STATES GRAND PRIX



FORMULA VEE • M. FRANGKISER—LYNX-VW



FORMULA F • T. WIECHMANN—ADF-FORD



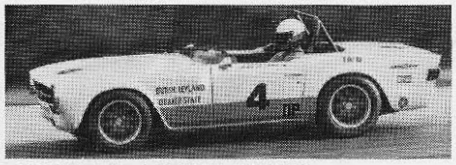
FORMULA SUPER VEE • F. PHILLIPS—ELDEN-VW



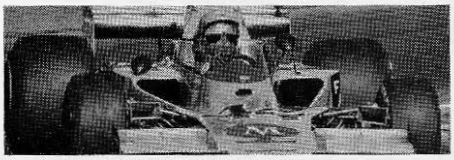
G PRODUCTION • J. BARKER—TRIUMPH SPITFIRE



C SEDAN • D. DEVENDORF—DATSUN



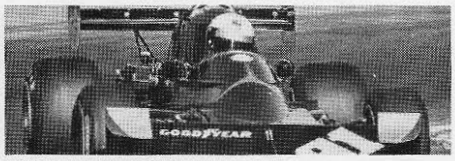
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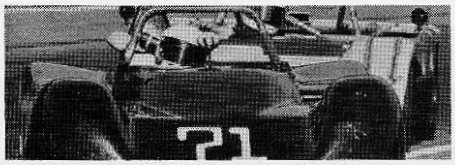
FORMULA A • J. HANSEN—LOLA-CHEVROLET



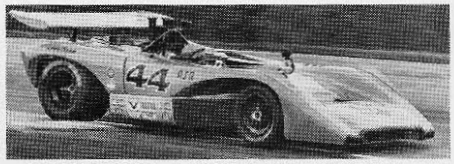
B SEDAN • D. FRELLSEN—DATSUN



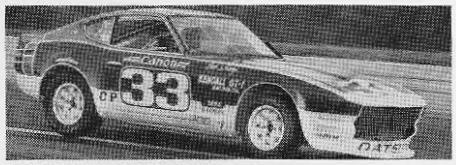
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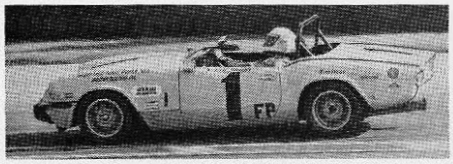


A SPORTS RACING • J. HANSEN—LOLA-CHEVROLET

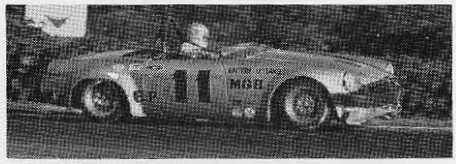


C PRODUCTION • B. SHARP—DATSUN

FORMULA C



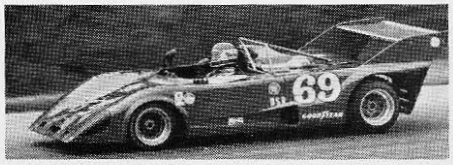
F PRODUCTION • K. SLAGLE—TRIUMPH SPITFIRE



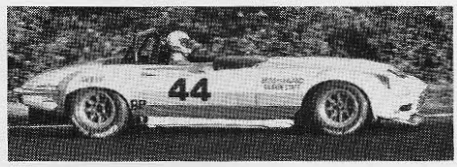
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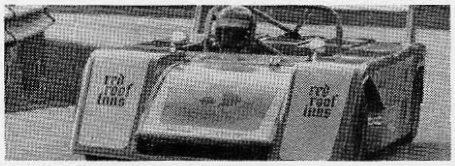
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B SPORTS RACING • M. HALL—LOLA-FORD



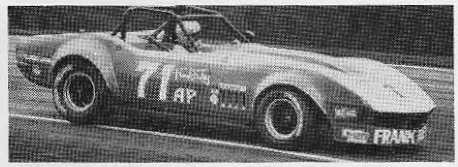
B PRODUCTION • B. TULLIUS—JAGUAR



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FORMULA

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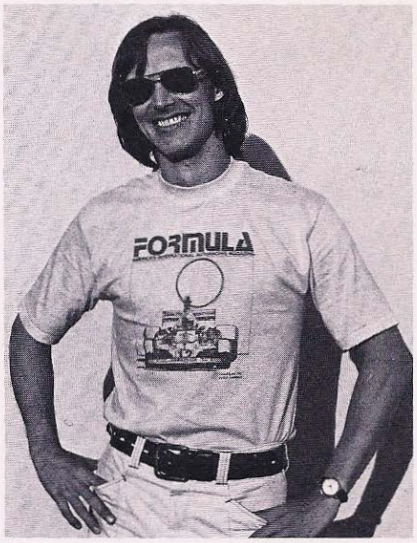
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Cover Photo- John Watson's Formula One Penske. Jeff Hutchinson Photo.



T-Shirt

FORMULA Magazine's Niki Lauda/ Ferrari World Champion T-shirts. Bright yellow with red print featuring a Paul Pfanner ink drawing. Only $5.00 plus $1.00 for postage and handling. California residents please add $ .30 per shirt for sales tax. Shirts are 100% cotten and are available in small, medium, large, or extra large sizes.

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By Carroll Smith

The race car preparation bible. (See our book review in the August issue.) Only $9.95 postage included (California residents please add $ .59 sales tax). Make check or money order payable to Formula Enterprises, Inc.

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From The Driver's Seat

by Hugh Mooney

Cover Date Change

You'll notice that the cover date of this issue is February and that the last FORMULA you received was dated December. So what happened to January? Good question.

As FORMULA Magazine expands into newsstand distribution, we find it necessary to align ourselves with the distributors' schedules. To do this it has been necessary to drop one cover date. Newsstands want the magazines about the first week of the month preceding the cover date. Our printing schedule didn't allow for this time lapse so instead of printing a January issue we dropped that date and will print the same issue and call it February. Naturally we will be extending all subscribers one issue so you will receive all the FORMULAS you paid for.

1st Anniversary

Time sure flies by; February marks our first year of publishing FORMULA. We feel we have made great strides in bringing our readers the best racing magazine America has to offer. We have grown from a nearly forgotten publication to a forty-eight page four-color quality magazine. Our readership has increased by over six times and is steadily on the rise, and with the addition of newsstand distribution we look for great improvements and increased circulation for 1976.

Bobby Rahal

As the magazine grows we'll be adding more pages and more color. Racing coverage will be expanded and we'll have more monthly driver columns, Bobby Rahal being the latest addition. Bobby will be running a topnotch Formula Atlantic effort for 1976 with two new Marches at his disposal and will relate to our readers his feelings and opinions of the series, the drivers, the teams and the organizers.

We have several new race car test reports coming up and will be adding more technical how-to articles and driver interviews.

We are also considering expanding our racing coverage to include all forms of road racing such as IMSA's GT and RS series and the Championship of Makes. IMSA's two series are a large part of American road racing and it is difficult to pass them by. The addition of the Championship of Makes would then pretty well round out our road racing coverage. I would appreciate hearing your opinions on our possible expansion into other forms of road racing. Don't be shy — voice your feelings for or against.

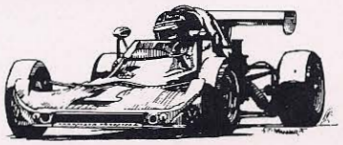
Graham Hill & Tony Brise

Racing has been struck a devastating blow with the news of the deaths of Graham Hill, Tony Brise and four of Hill's team members: Ray Brimble, Andy Smallman, Terry Richards and Tony Alcock. Hill's light plane crashed while searching through thick fog for the Elstree Airport on return from a testing session at Ricard circuit in the south of France.

For Graham Hill to be killed under such circumstances — especially after his retirement in July of 1975 — is indeed tragic, but to have the nucleus of his team die with him is unbelievable. Graham will always be remembered for what he was and what he represented; Tony Brise will be remembered for what he was and what he could have been. ■

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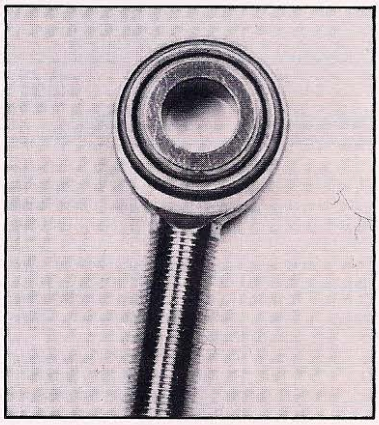
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matters of the moment



ET100 & ET102

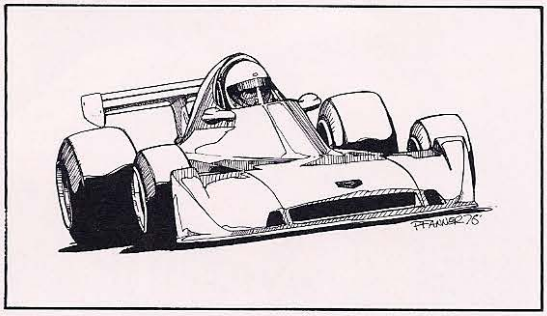
Siliconix, Santa Clara, California announces a new line of low-cost electronic digital stopwatches, the ET100 and ET102. The ET100 features standard split-action for freezing partial event times while continuing to measure total elapsed time. The ET102 has Taylor split-action time which provides for a series of individual event times or total elapsed time but not both. Both watches carry a one year guarantee and come complete with leather carrying case, neck strap and AC charger for $79.95.



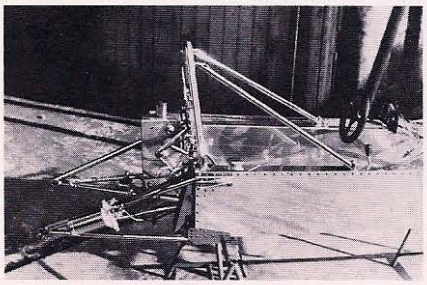
Latest in the long line of aircraft quality rod ends from Baker Precision Bearings, a special teflon lined bearing for lightweight applications. Baker bearings are prefect for formula cars or other vehicles under 2400 pounds gross weight. This aircraft quality rod end features a 440 stainless steel ball with a 303 stainless steel body and teflon lining. This Baker bearing is available in nearly every shank and bore size and retails for under $10. For more information on this and other aircraft quality rod ends write for free catalog to Baker Precision Bearings, 2901 Cedar Avenue, Long Beach, Ca. 90806, (213) 427-2375.

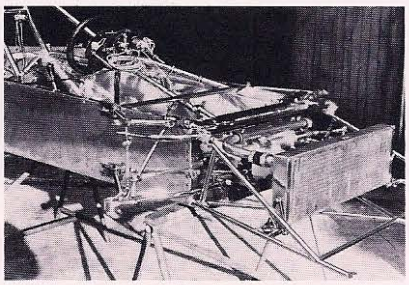
New Chevron

Paul Pfanner Drawing

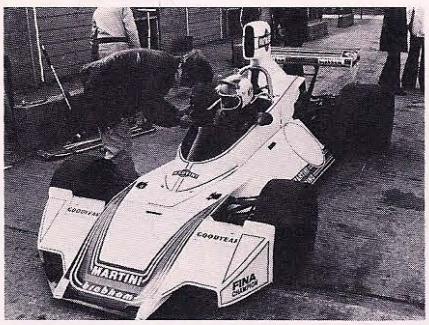


Chevron B34 Formula Atlantic. The B34 is an entirely new design for 1976 and the whole concept is much smaller than last year's B29. The wheelbase is 5 inches shorter, the track is 2 inches narrower front and rear, the body is lower and the cockpit layout has been improved. New front suspension is employed and the rear features a redesigned upright. Bilstein shocks are standard. According to Chevron importer Fred Opert the car will sell for $13,490 less engine and $17,990 complete. The Chevron driver list is growing and currently includes Atlantic Champion Bill Brack, Ken Duclos, Bobby Brown, Bobby Dennett, Tom Bagley and Bill Scott, who has ordered two cars, one of which will be driven by Howdy Holmes. Bill Anspach has ordered a B34 in FC trim.





David Winter Photo

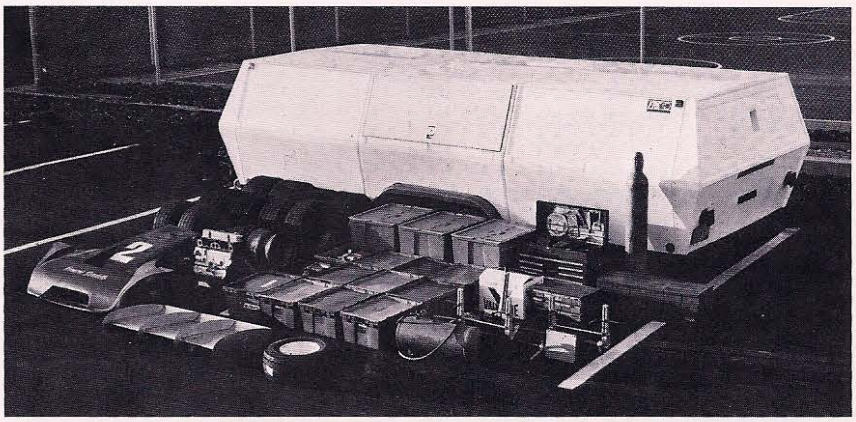


F-1 TEST

Patrick Neve and Gunnar Nilsson both recently received test drives in the Martini Brabham Formula 1 car at Silverstone, England.

Briefly...

- Tom Gloy of Walnut Creek, California has turned over his Lola and Titan dealership to Sterling Racing Service located in San Carlos, California.
- Zeitler Racing Design, Stamford, Connecticut has been named the North American importer for Modus Racing Cars. Plans are to import the Super Vee and Atlantic models.
- Continental Crossle, a new Crossle FF dealer in Parker, Colorado is now open and can service the needs of the Midwest racer.
- Bill Benck, pro Formula Ford race promoter and Sears Point International Raceway manager apparently has four FF races on the schedule for 1976. One each at Seattle, Washington and Portland, Oregon and two at Sears Point, one of which will be run in conjunction with IMSA's July 24 & 25 event. Look for the possibility of a standard tire being used instead of slicks.



Freeman Racing Enterprises, Yellow Springs, Ohio has introduced a new trailer for formula and sports racing cars. The enclosed trailer features a molded fiberglass body and is 17½ feet long and 66 inches high. The unit will hold all of the equipment shown in the photo plus a full dress Formula Atlantic car.



Robert Lloyd Photo

Emmo Leaves McLaren

Emerson Fittipaldi has left the Texaco/Marlboro McLaren Formula One team to join his brother Wilson on the up-till-now ill-fated Copersucar team. The move has caused quite a stir in the McLaren camp and it now appears that James Hunt will be his replacement.

Wheeler Dealer

Fast Company, 208 Beacon Street, Marblehead, Mass. has been appointed the sole North American Importer of Gotti street and racing wheels.

1976 F/5000 Dates

March 21	Charlotte Motor Speedway Charlotte, N.C.
May 9	Pocono Int'l Raceway Long Pond, Pa.
June 20	Mosport Park Bowmanville, Ont, Canada
July 11	Watkins Glen GP Circuit Watkins Glen, N.Y.
July 25	Road America Elkhart Lake, Wis.
August 8	Mid-Ohio Sports Car Course Lexington, Ohio
Sept. 5	Road Atlanta Gainesville, Ga.
Oct. 3	Laguna Seca Raceway Monterey, Calif.
Oct. 17	Riverside Int'l Raceway Riverside, Calif.



RPM Photos



MALIBU MATCH RACE

FORMULA Magazine scores again. In a recent racing contest between FORMULA Magazine and members of the Long Beach Grand Prix Association, the magazine staff thoroughly trounced their challengers. The event was held at the Malibu Grand Prix "You Race Formula Cars" track in Anaheim, California. Another event is planned immediately after the Formula One race at Long Beach in March. Our thanks to the management of the Malibu Grand Prix for providing the car and the free laps.

LEFT HAND PHOTO: left to right — Skeeter McKitterick, local F5000 driver; Jim Swagerty, Malibu employee; Gary Gabelich, land speed record holder; DeDe Henry, scorekeeper; Joel Vest and Scott McDonald of International City Enterprises (the group handling concessions for the LBGP), Mike Mesenbrink.

RIGHT HAND PHOTO: left to right — Jeff Durbin, Malibu record holder; Paul Pfanner, Managing Editor; Hugh Mooney, Editor; Pete Halsmer, Technical Editor; Dennis Roberts (with helmet), accountant; DeDe Henry, Associate Editor and scorekeeper; Dave Stewart, Circulation and Sales.

Paul Demong Photo

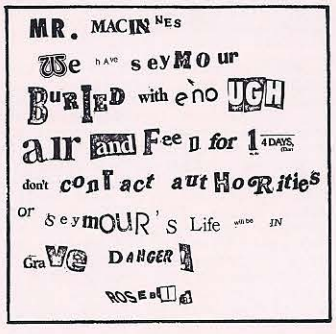


TRAGEDY

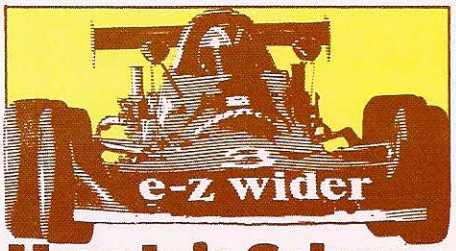
Seymore Chicken, official mascot and constant traveling companion of Formula Ford Ace Bruce MacInnes was kidnapped from the home of FORMULA photographer Leigh Fosberry December 7, 1975.

Chicken, 31, was attending a party honoring MacInnes as the FORMULA Magazine amateur Driver of the Year when the abduction took place. An unspecified ransom note was received the next morning at the home of MacInnes' long-time mechanic Joe Stimola. At this time, local police report no clues and would only say that fowl play is suspected. MacInnes is reported to be in seclusion at his Liberty, New York chicken farm.

◄ *Seymore Chicken*



Ransom note ►



Howdy's Column

by Howdy Holmes

Goodbye Championship

Racing bestows unusual gifts upon its participants, but the present I received at Watkins Glen just left me speechless. Some fans from the Southern States (and almost certainly The Bog as well) decided that it was "really a neat, far-out thing" for EZ Wider to sponsor a racing car. In a show of gratitude they presented a few gifts much larger and of much higher value than I'm used to seeing. This astonished me to no end, especially as they made use of the EZ Wider papers. Boy, was I surprised, and wonder of all wonders, even Wilbur was speechless!

The racing at the Glen for our EZ Wider/Wilbur Bunce Racing group was disappointing to say the least. First, we blew two motors in two sessions. This forced us to use the one from Chip Mead's machine, which had crashed in the first session. Because it was a different engine in terms of head design and configuration, we knew the motor wouldn't be as powerful as our own units. Maybe it wouldn't have been such a bad engine if we could have taken a flood check and tuned it properly. Since this was of a different design, we weren't sure of what it wanted in terms of jets, so we guessed as best we could. I knew the minute I started up on the grid we were in trouble because the throttle response was just horrible.

I felt I would be in a good position to win if I could stay with the leaders the first two laps, but the first time through the chicane the leading trio just walked away from me out of the corner onto the backstraight. Just the lack of that extra four or five horsepower to get going relegated me to the second group instantly.

I was having a heck of a battle with Bob Lazier and K.K. Ross. We were exchanging positions two or three times per lap around the circuit and this went on for the entire race. With two laps to go I was in the lead and faster through the chicane, but they just outpowered the EZ Wider Lola out of the corner. I didn't want to make an uncalculated attempt on the last lap like I've been doing all year-round in order to secure a position in front of "Easy Money" Lazier, so I decided to make my move on the second to last lap. Lazier and Ross drafted past going up the long straightaway, while I hung back in their draft. I whipped past at the top of the hill, before the Big Bend, with two wheels on the dirt. This gave me a really excellent approach for the corner at the end of the straightaway. As I was faster through the rest of the course, I had a four or five car length-lead by the start-finish line, which I somehow managed to hold all the way around on the last lap. Final placing: fourth. Championship hopes: dashed.

Something interesting which I discovered after the race was the car's performance in terms of trap speeds. I had . . . oh, this is embarrassing . . . unfortunately, they use 8½ X 11 paper for the listing of the trap speeds, so there's only room for the first 25. I was really quick down the straight, a real screamer. I had the 29th fastest trap speed. That's fine if there's only a 3 mph difference throughout the field, but I was, and here's the kicker, 8 mph slower than the fastest cars of Tom Bagley and Eddie Miller.

A Funny Thing...

This race had a great deal to do with the Championship. Eddie, by finishing second to Tom, clinched the Bosch Gold Cup. I was well aware of Tom's and Eddie's positions during the race, and not seeing them on the side of the track, I figured the Championship was sewn up. At the end of the race, even though I was fourth, I pulled in and parked in the winner's circle. I don't know why I did that; to this day, I'm not quite sure. I think it was a measure of disgust or something. I got out of the car in a daze and was very disappointed because I couldn't fight for a win. I had done my best just to stay in front of Bob and Karl. In a nutshell, the weekend was very frustrating.

I believe I expected to be in the winner's circle very, very badly. Maybe the power of positive thinking was so great I just figured I was going there anyway! I did, but the only trouble was I was fourth. I had to leave that area very quickly. So I left the car there and wandered about aimlessly as I usually do after a race. About ten minutes later I ran into Bernie Thomas, the mechanic on the EZ Wider machine, and Wombat (Chip Mead's mechanic). Bernie asked, "Well, where's the car?" "Oh, oh yes . . . oh, the car . . . oh yes, it's in the winner's circle." They looked at me somewhat mystified, like "Don't you know you finished fourth?" My expression was, "Yes, I know I finished fourth, but that's not the point."

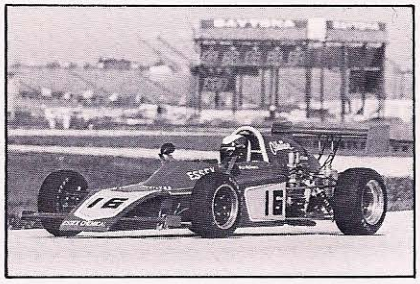
On to Daytona

Wilbur, Bernie, EZ Wider and I have suffered severe misfortune with three engines totally destroying themselves in two race meetings. All in all, the air was filled with doubt, depression and frustration, so our normal joking was curtailed a little bit, but I'm sure we'll be back in form at Daytona. Karl Ross, the German Super Vee Champ, and John Morrison (in Fred Opert's Tuis) will appear, along with two or three other international champs. Definitely an exciting, dramatic end to the season. The Americans have never beat the Europeans at Daytona. Maybe this will be the first time. ■

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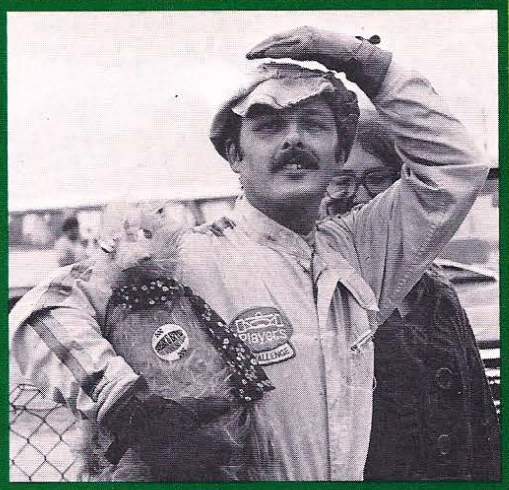
Formula Ford: Dave Weitzenhof-Quicksilver Zink Z10, Lap record, Fastest race lap, Led race, 5th place. Rolin Butler-9th place, Tim Evans-10th place. (*Gary Conklin-1st place Thruxton, England) **B Sports Racing:** *Carl Thompson-3rd place. **C Sports Racing:** Eugene Woodruff-6th place. **Formula C:** Bob Welch-7th place.

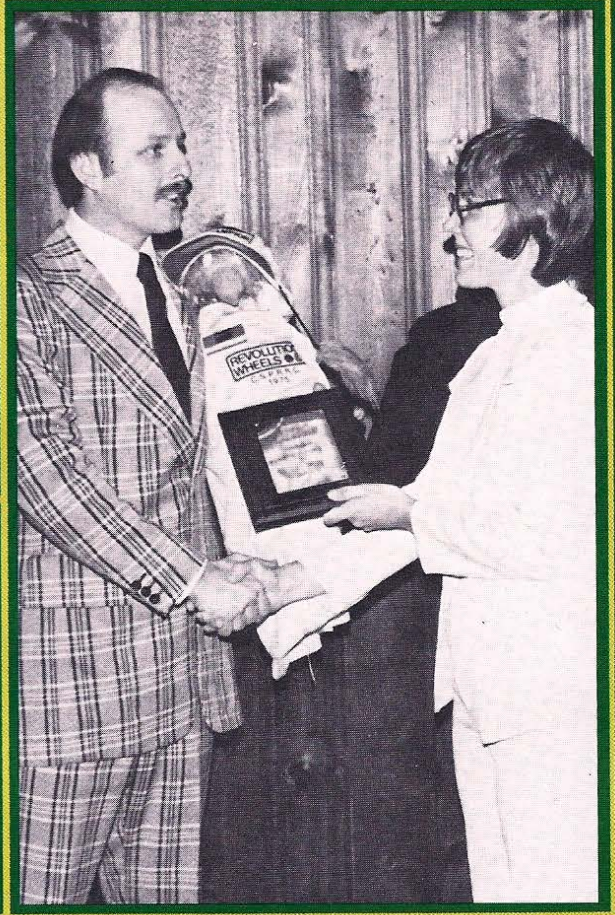
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Leigh Fosberry Photo





(RIGHT) Bruce & Seymore Chicken. (FAR RIGHT) FORMULA's Leigh Fosberry presents Bruce with the FORMULA MAGAZINE Amateur Driver of the Year Award as Seymore Chicken looks on. (BELOW) Bruce leads this year's CSPRRC Classic.



Mark Yeager Photo

Bruce MacInnes

Formula's Amateur Driver of the Year

by Gordon Kirby

As long ago as 1972, Bruce MacInnes seemed ready to graduate from Formula Ford. That season, driving the same old Winkelmann WDF1 he had raced for two years, MacInnes earned half a dozen SCCA National wins, finished a close third in Road Atlanta's National Championship run-offs, barely lost the driver-to-England race in St. Louis to Jack Baldwin, and won IMSA's FF-based International 100 Championship. It was a very good year, the kind of year that should have attracted attention. With that in mind MacInnes was soon well into a hunt for a sponsor to back him in Formula B.

Like others before him he didn't find much money, but he decided that he must make the break from FF. For the next two years he struggled to muster a competitive Formula B effort. He did earn a few pole positions, and on occasion his car lasted long enough for him to make a good impression, but generally his FB sortie was a hopeless struggle. By the end of 1974 MacInnes found himself faced with an enforced return to Formula Ford. It looked as if he were about to become another promising young driver whose chances had been crippled by his own lack of money.

By then MacInnes was about to turn 30, had recently quit his job as a real estate agent, and had found work on a chicken farm in upstate New York — the kind of place that was more tolerant of his racing absences. He was determined to keep at it for a few more years, and, still lacking enough money to do even FF properly, MacInnes began a new season with an old Merlyn.

Then things suddenly took a turn for the better. Early in the year Steve Lathrop, looking for some good drivers to pedal Zink's Z10 FF, approached Bruce with the idea of driving a works-supported car at a reduced rate. Naturally enough MacInnes jumped at it, and very soon things began to look even better. Joe Stimola began to build engines — exceptional ones at that — for the Zink. Ted Wentz of Competition Research helped out with dyno work while Tom Pyke built an all-enclosing engine cover cum airbox (called 'Pykes Peak') which Bruce claims picked up as much as a second on some circuits. As things began to snowball, Bruce's boss, "Chick'n Chuck" Perrenod, got involved with the project; then there was a certain lady named Foxie Annie, "who bought me tires and whose assets are too numerous to mention." By mid-season MacInnes had again became the scourge of Northeastern Formula Ford races, and he easily won the NE Division FF title.

Then came Road Atlanta where he qualified solidly on the pole and led the race, only to drop back with a bent exhaust pipe. Yet he hung on well, and while others made mistakes and fell off, MacInnes pushed his way to second and slid home across the grass just inches behind winner Tom Wiechmann. For this smooth, neat performance in particular and for his relentless approach to racing in general, FORMULA has selected MacInnes as our first "Amateur Driver of the Year".

This winter Bruce MacInnes is again involved in the familiar struggle for sponsorship money, but these days he has no illusions about the future. All he can say is, "I'm hopeful that I may be able to put a Super Vee thing together , but I don't know . . ." He does know that it's all but impossible to convince a company to support a small formula car in this country. "Maybe I should go to Sweden and have a sex change," he laughs, but he's trying and looking and hoping. "I guess I'm looking for a Grey Egerton," he says almost wistfully, " a guy who'll believe in me."

Over the course of six long, hard seasons Bruce MacInnes has shown that he deserves at least that. ■

Racing Accidents: Cause & Effect

By Scott Leslie

Racing accidents are blamed on everything from oil on the circuit to blown tires to drivers to mechanics, but what is really the cause? If racing is to become safer, causes, or at least apparent causes, must be sought out, recorded, and examined. We in racing seem to look at minor accidents in terms of how long it will take to get the car back on the track. We are also the first to scream when a driver is seriously injured in what appears to be an unwarranted or needless accident. It is after such an accident that the cries for circuit safety and/or safer racing cars are heard the loudest.

How are we going to make racing safer if we do so little in the way of accident investigation and research? It was for this reason that the Grand Prix Accident Survey was conducted by the Jim Clark Foundation. A statistical analysis was made on all Formula One accidents from 1966 to 1972. Information from 224 recorded F-1 accidents, including testing, practice and race accidents, was assembled. Data included driver and event, track and conditions, car damage and driver injury, as well as an assessment of the reason for the accident. The information was assembled and analyzed by computer to see if there were common conditions in accidents. This information dealt primarily with areas of danger in drivers, cars, circuits, weather conditions and race procedure.

Much of the individual analysis of the 224 accidents brought forth no significant results, which bears out the fact that motor racing accidents and their causes are often extremely complex. As the authors state, "It can be demonstrated over and over again in this report that the difference between stepping out of a racing car without a scratch and being killed is sometimes no more than a blink of an eye — a veritable hair's breadth." But much of value did result from the careful analysis conducted, and the information can be applied to all circles of motor racing and not just Formula One. The report did not support the widely held opinion that mechanical failure is the major cause of accidents. A total of 12 categories under mechanical failure ranging from suspension failure to leaks accounted for only 24.7% of the accidents, the second highest total.

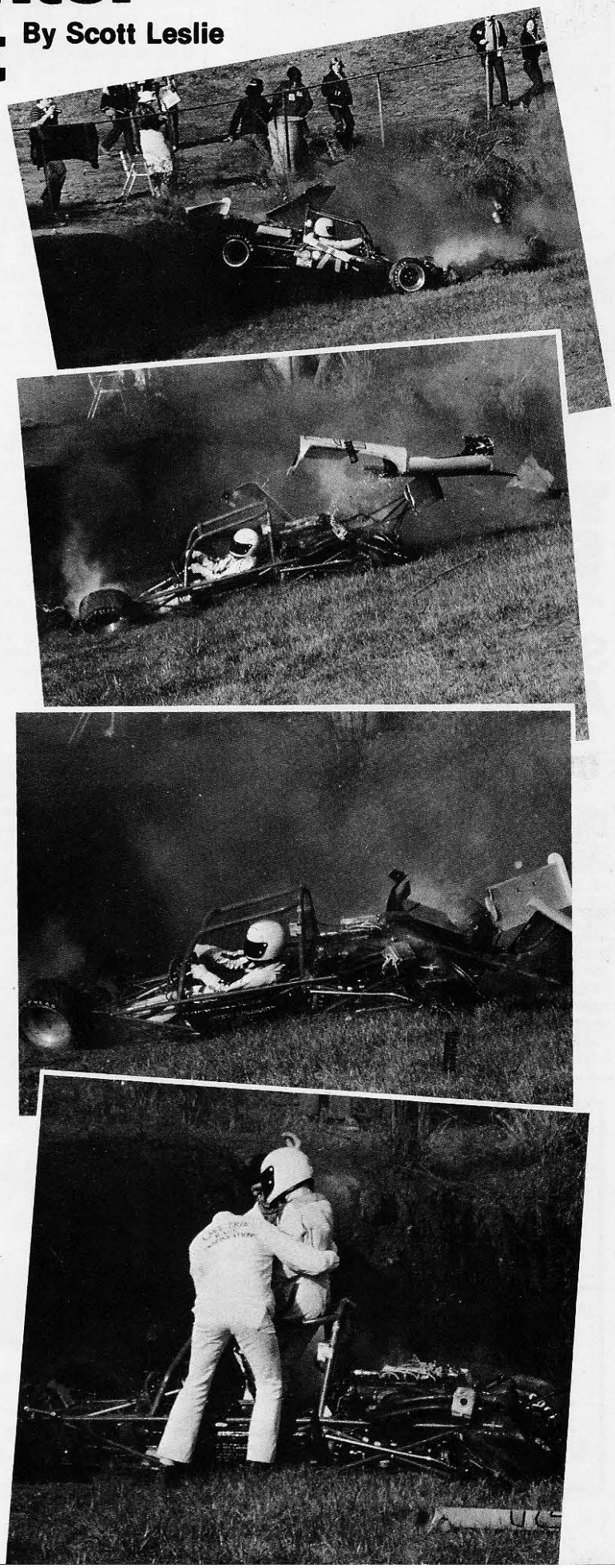
What the results did show was that the major cause of accidents was driver error at 48.6%, or 109 accidents. Ideally there would be no injuries involved in an accident, but nonetheless it seems encouraging that no injuries were recorded in 85.8% of the accidents. 6.2% of the accidents resulted in only slight injury, and of seven accidents, 3.1% proved fatal.

As to when accidents happen, it was found that 25% of the race accidents occurred in the first two laps, and almost 60% of all the accidents took place during practice or in the first two laps. What the authors said about the difference between walking away from an accident or being killed is a veritable hair's breadth is brought out again in the fact that the extent of damage to the car was found to have no significant effect on the severity of driver injury.

Taking into account that during the racing seasons 1966 to 1972 slicks were not yet in full use, the findings concerning weather conditions should be digested carefully. The report found that weather conditions had no significant effect on the number of accidents or on the severity of driver injury. While the findings about driver injury remain constant, there were at least a half a dozen laps in just the 1975 British G.P. that would have thrown the computer results to one side.

What can we conclude from these results? We know that almost half of the accidents studied were due to driver error — a figure that perhaps should be even higher. I think most drivers would agree that they would rather an accident be due to driver error than to some form of mechanical ailment. For the mechanic or crew chief, the report highlights areas that have proven to be critical and need careful attention — areas like suspension and brakes which accounted for 10% of the 24% of mechanical failures.

Since the Jim Clark Foundation has started their research, motor racing has dramatically heightened its awareness to the nature of the hazards of the sport. Improvements have been made in driver equipment, circuit safety and car design. Many of the changes were made by learning the hard way — incidents that are recorded in this report. As the foundation concluded, "A lot has been achieved in the critical years since 1966. But there is no room for complacency; in the field of safety there is always room for improvement." ■



The destruction of Peter Brower's FC Brabham at this year's Champion Classic. Marc Burgraff Photos



Technically Speaking

with J. Peter Halsmer

Suspension Alignment continued

Track

Very simply, track is the width or distance laterally between the wheels (measured center to center). This definition applies to both front and rear. The actual width of the front or rear track can have an effect on aerodynamics as well as cornering ability. A wider track, all else being equal, distributes the tire loading more evenly, giving better theoretical cornering ability. Narrower track, however, tends to make a car faster in a straight line, particularly when the "sports car nose" style is used (meaning full width noses that shield the front tires). With a "sports car nose" the front wheels hide behind the nose, causing less drag. Because the regulations generally limit the width of the "sports car nose", wider tracks expose more of the tire or at least present more frontal area to the airstream, causing more drag and slower straight line speeds.

The manufacturer's specifications for track should do just fine as long as you make sure to keep the car symmetrical from side to side.

The accuracy of the total track should be within 1/4 inch of what is recommended, primarily to keep the relative balance between front and rear cornering ability and to keep the suspension geometry doing what the designer wanted. Accuracy side to side should be within 1/16 inch, hopefully keeping the car symmetrical so it will handle the same way in left and right turns.

Typical track dimensions are in the 50 inch area, but this can vary a number of inches either way depending on the designer's ideas of where the best compromise lies.

Wheelbase

Wheelbase (as shown in the November issue of FORMULA) is simply the distance the right side wheels or the left side wheels are apart from each other (measured center to center). Shorter wheelbases tend to make a quicker reacting car, typically easier to handle on slow, tight corners but usually more jumpy and nervous-feeling on high speed corners.

Wheelbases, side to side, should again be symmetrical and you shouldn't have trouble getting it dead on. Manufacturer's specs should be used for the actual dimensions. Typically, wheelbases of an FF are in the 90 inch area, although they too can vary significantly.

Ride Height

Ride height, as you probably suspect, is the height of the chassis above the ground. Several things are relevant here. Ground clearance to prevent bottoming requires a minimum height; what this height actually is for a given car depends primarily on the springs and the aerodynamic loadings. Excess height is not good because the height of the car above the ground is directly related to its cornering ability. All else being equal, lower ride height theoretically gives better cornering ability.

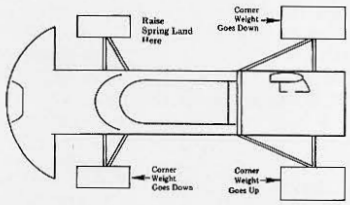
Different ride heights also affect the geometry of the suspension, which can affect handling characteristics and cornering ability if the geometry has been thus altered from what the designer wanted. Suffice it to say that unless you do some rigorous testing it's best to use what is recommended by the manufacturer as long as you aren't bottoming.

A rough approximation of a typical FF ride height is around 3 inches, with a certain amount of rake (lower nose) to it. Accuracy should be within 1/16 inch, especially side to side to be sure the car sits level.

Corner Weights

By corner weights, I simple mean how hard each wheel pushes on the ground. By balancing the corner weights of the car side to side (with spring adjustments) the car should get the most out of the braking system. Unequal weights on the two front wheels would allow the light wheel to lock and slide too easily, reducing the total effectiveness of the brakes.

Unless the chassis itself weighs exactly the same left and right of center-line, you'll only be able to balance one end of the car. I try to balance the car so the excess weight ends up on a rear tire, thus allowing the front wheels to be balanced and do their best under braking. Short of moving components around on the car there is no way to get rid of excess corner weight that shows up at one corner.



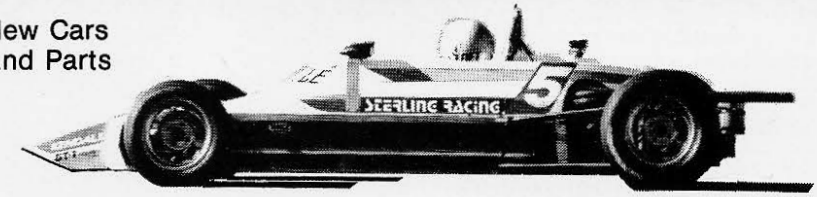
Let's go through a quick example of this. Increasing a corner weight is simply done by raising the spring land (lower support surface for the spring on the shock) which forces that wheel to support more of the total weight. Other things also happen when you do this: the diagonally opposite wheel immediately carries more weight and the other two wheels of the car carry less.

Bump-Steer & Roll Steer

Bump-steer is simply steering motion of a wheel when it raises as it goes over a bump. Most drivers don't want additional help from the car itself, especially when you least expect it, so minimizing these

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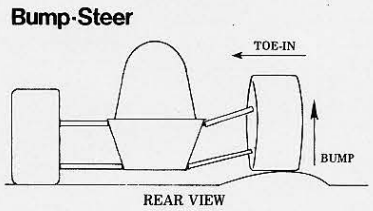
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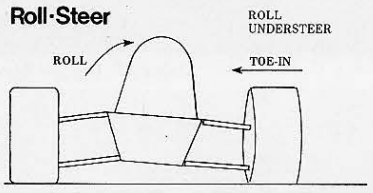
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effects are what I shoot for. If I must settle for some minimal undesired steering due to suspension geometry, I minimize it in the bump mode as opposed to the droop area if possible; unwanted steering does more harm the heavier the tire loading is. Also, make it bump-understeer as opposed to bump-oversteer if one or the other must exist (bump-understeer being front wheel toe-out on bump or rear wheel toe-in on bump).

Roll-steer is simply a steering effect when the car rolls. It's not the kind of thing that instills driver confidence in high speed corners (but then I always thought drivers were lightweights anyway)!





Many things can cause roll-steer. Differences in tire characteristics front to rear, weight transfer due to changes in attitude, different rates of change in roll resistance front to rear, suspension geometry, etc. are a few of those things. Again you should try to minimize roll-steer as much as possible.

As a last resort, you may sometimes want to induce bump or roll-steer to correct a handling problem you can't solve any other way. I would, however, beware; you could easily cause more problems than you cure.

As far as amounts are concerned, you'll probably want to get the minimum down to no more than 1/32 inch toe change through bump travel. Most cars will get less than .010 inch in bump with a little effort.

As with all the other elements of alignment such as camber, toe, etc., I'll talk about the order they should be done in and how to actually go about doing it next month. ■



Brack's Column

by Bill Brack

Another Year...

Well, it's all over for another year, but Formula Atlantic racing had its share of surprises and disappointments in 1975.

The Tui team was my biggest disappointment of the year. I had expected a lot more from an English factory coming here with drivers like John Nicholson, Brett Lunger and Damien Magee, but the cars just weren't up to it. Presumably they had the best engines money could buy, as their engine builder was driving one of the cars, but their whole year failed their expectations.

On the other hand, the new star of the series was Bobby Rahal, and there's no question about that. Gilles Villeneuve was very good, but I think Rahal outshines him in many ways. The proof of that was our race at Brainerd.

Dave Walker was a disappointment, due to a lack of preparation, not his driving ability. The people that weren't prepared didn't do very well. Although Rahal wasn't prepared very well, he was able to rise above that. No one else was able to overcome poor preparation.

As I said at the start of the year, Bertil Roos turned out to be the big threat, but once we got suspension settings sorted out on the Chevron, I think I had the best car. Lately the Chevron has really proven its worth. Since Trois Rivieres it has won every Atlantic race in North America and England, and it should have won Trois Rivieres. It's a very strong, reliable car.

Race organization throughout the Player's series was exceptional. From the driver's point of view everything went off like clockwork. There was a bit of a gray area surrounding the engine teardown procedure, but that should be cleared up for next year.

The tracks and the racing were relatively safe, with only one serious situation. The rain at Gimli meant that the race probably should have been stopped. That was the glaring mistake in the series as far as safety is concerned, for conditions were just unbelievable. I don't think there would have been many complaints from the competitors had the race been stopped and restarted later in the day if possible.

With everything finished for 1975, the more I look at Formula Atlantic, the more I think that it is the formula for today. When you calculate the dollars that it costs, there's no other form of racing that gives you the performance and the challenge of Atlantic. You really have to work hard to go well, and so does everyone else right back through mechanics and designers, because things like engines, tires, wheel sizes and car weight are so closely controlled. It boils down to good preparation, and you have to be thinking all the time about how you can use what you've got to the best advantage.

It's going to be even tougher in 1976. The people who get their cars early and can drive them in competitive situations will be ready for next year's first race. STP, Chevron and the organizers of the South African championship, which is now for F Atlantic, are making it possible for me to test and race the new Chevron B34 at Capetown on January 24th and Welkom on February 14th. In between, we'll have three weeks of testing. I hope this will give me a competitive edge as a driver and keep Chevron in front of the series.

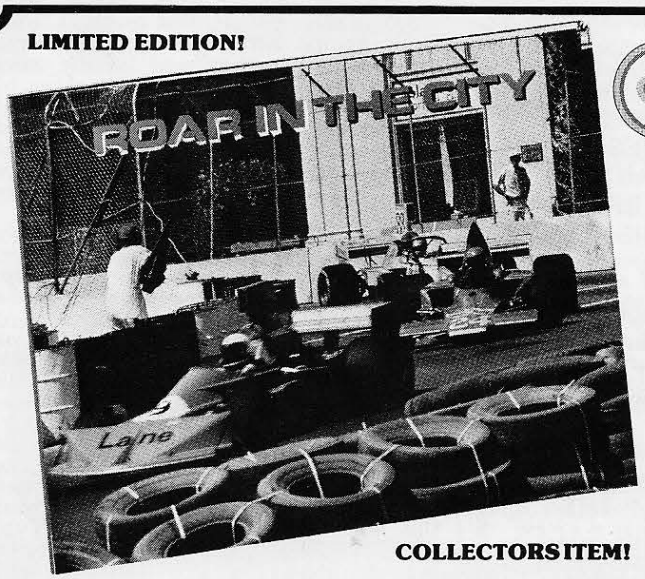
After South Africa, the car will be shipped to Florida for more testing; then we'll be ready, whether the first race is in the States or Canada. ■

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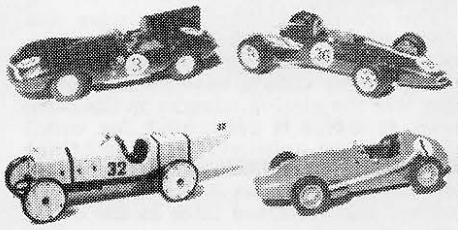
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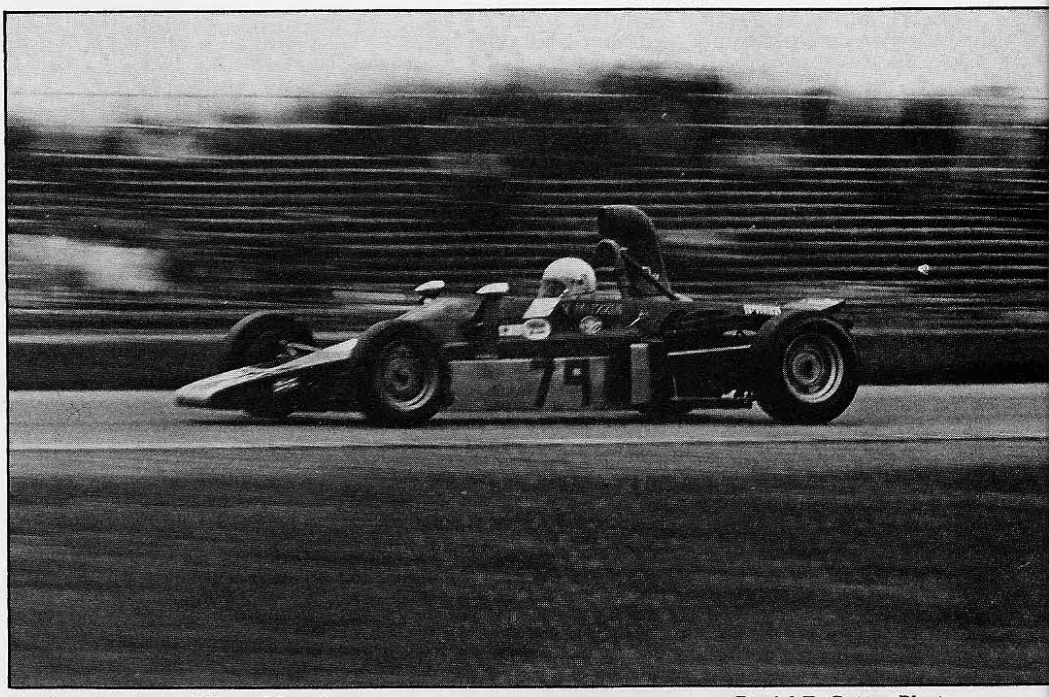
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Brainerd winner Vince Muzzin. Daniel T. Gatten Photo

Brainerd

PRO FORMULA FORD RACE

By Bill Kosfeld

A disappointing field of only nineteen cars entered the $4000 Formula Ford race that was held as part of the Brainerd International Raceway's September 6th & 7th racing weekend. The event's organizers had originally anticipated that up to 150 cars might make an appearance, and provisions were made to accommodate as many as three Ford practice and qualifying groups. Two main reasons were offered for the small entry: the first was that a number of drivers were scared off by the rumors of the Woodstock-sized field expected, and the second was that many of the real shoes were off to Nelson Ledges where the CENDIV points race for Atlanta was still being closely contested.

Open practice was held Saturday morning under dark, threatening skies, with temperatures on the cool side. Qualifying began shortly after noon under similar conditions, and Richard Kochler emerged with the best time of 1:49.091 in his ABC Cyclery Lola T340. Also getting into the 1:49s were Dan Johnson and Vince Muzzin, both also driving Lolas. The Formula Ford qualifying record for this fast 3-mile circuit is 1:47.928, set by Dale Wilhite at this summer's Uncola Nationals. Wilhite had his Pennzoil Crossle gridded in fifth spot this weekend, however. Gridded? Yup, for Sunday's race grid positions were to be determined from the finishing order of a 12-lap qualifying race held late Saturday afternoon.

At the beginning of the qualifying race the rain that had up to then only threatened began to fall hard enough to thoroughly wet the track. All but three of the cars began on wet tires, and the other three probably would've if they could've. The pace on the first lap was relatively slow, as the drivers somewhat gingerly scrambled through the two fast, sweeping turns that follow the main straight. The lead group was initially made up of Johnson; Lance Leonelli, who moved up from sixth in his Aldoa Company Crossle; and Steve Montgomery in his Lola, up from fourth. Wilhite spun off at turn three — a tight right hander — and pole-sitter Koehler faded back to fourth. On lap three Leonelli took the lead and held on to win, being closely pushed by Muzzin. Fastest lap of this race was just over two minutes. Johnson and Koehler captured third and fourth positions to fill out the second row of the final race grid.

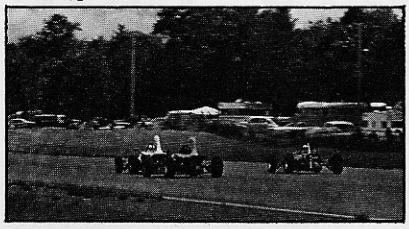
Skies brightened somewhat as 16 cars lined up for Sunday's 15-lap, 45-mile drive for dollars (Leonelli was paid $100 for his qualifying race victory). At the drop of the green flag the field accelerated down the long straight, Keohler making his initial move to take the lead through the banked first turn. His euphoria was short-lived though, as both Wilhite, who had made his way from seventh, and Muzzin passed Koehler's Lola on the second lap. The pack was closely spaced snaking down the main straight, each driver trying to shake the draft from his pursuer while attempting to pick up a tow himself. By lap five Muzzin had been able to put only one second on Koehler, while Koehler was ahead of the fight for third by more than four seconds. Third place was where the action was. At first it was a battle between Craig Taylor, Leonelli, and Wilhite in Crossles, and Johnson in a Lola, but soon they were joined by Montgomery who moved up

from eighth to fifth on lap eight, having motored through the field from his original 14th grid spot (he had been running second in the qualifying race when he spun). In another three laps — lap 13 — Montgomery sliced his Lola right through the scrap to claim third place for himself. At the checkered Muzzin had stretched his lead on Koehler to 4.6 seconds, and Koehler finished more than 13 seconds ahead of Montgomery. Taylor, who was not put off by Montgomery's escapades, hounded the yellow Lola closely for the last two laps. Montgomery managed to hang on, though, taking third by a very slim margin.

Fastest lap in the race was turned by Koehler, a 1:48.229, which was a commendable time considering the temperatures and a very light mist that fell for a few laps during the middle of the race. Muzzin was awarded $500 and Koehler $300, with the money dropping to $100 for ninth and tenth. All the starters received $50.

Because of the small turnout for this event, it will be interesting to see how other tracks fare with professional Ford events, and how the idea is generally received in the future. ■

Marc Sproule Photo



Results

Brainerd Pro Formula Ford
Brainerd International Raceway
Brainerd, Minnesota
15 Laps, 45 Miles

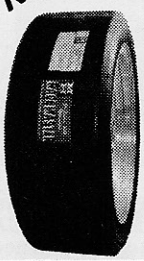
1. Vince Muzzin, Lola T340, $500, 15 laps
2. Richard Koehler, ABC Cyclery Lola T340, $300, 15 laps
3. Stephen Montgomery, Lola T340, $250, 15 laps
4. Craig Taylor, Crossle 20F, $200, 15 laps
5. Mike McFarland, Walter McFarland Lola T202, $175, 15 laps
6. Dan Johnson, Lola T342, $150, 15 laps
7. Dale Wilhite, Pennzoil Crossle, $125, 15 laps
8. Gary Loewen, Lola T340, $125, 15 laps
9. Gary Glojek, Bauman Reality Titan Mk 6C, $100, 15 laps
10. Scott Hutchison, Merlyn Mk 25, $100, 15 laps
11. Al Zwicky, Zink Z10, $75, 15 laps
12. Steven Mignone, Merlyn Mk 25, $75, 14 laps
13. Jerry Orr, Lola T204, $75, 14 laps
14. David Hornocker, Crossle 20F, $75, 14 laps
15. Orv Ranasik, Merlyn, $75, 14 laps
16. Mark Dillon, Merlyn Mk 11A, $50, 10 laps*
17. Lance Leonelli, Aldoa Company Crossle 25F, $50, 9 laps*
18. Arne Swartz, Lola McArdle, DNS

* Did Not Finish

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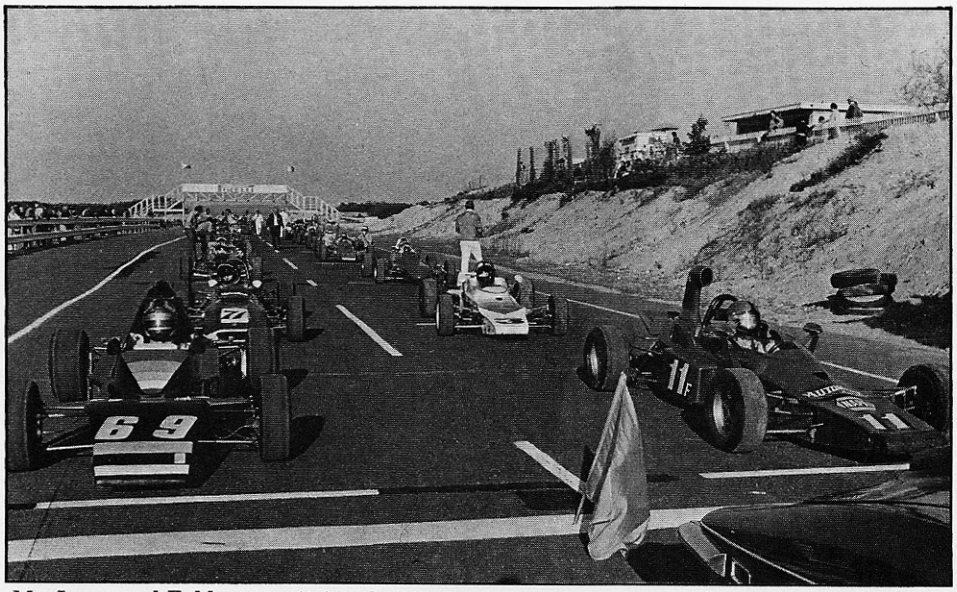
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MacInnes and Feldman wait for the start. Leigh Fosberry Photos

Skinner Nuts Pro-Am

Bridgehampton, September 28th

By Thomas Barker

The Eastern Motor Racing Association is the New York area's version of a bush-league racing organization. The EMRA (pronounced em'-ra) is composed of seven local car clubs and specializes in racing strictly for the fun of it. Once each year since 1973 a competition has been held between EMRA and the local SCCA regions with the winning club gaining possession of the revived Vanderbilt Cup (in '73 and '74 the Cup went to EMRA).

This year the amateur FF race was replaced by a professional event in order to draw more attention to the Vanderbilt Cup Challenge and perhaps bring in some extra entries. The EMRA race organizers had lined up $3500 in cash and merchandise from Skinner Nuts and various other companies interested in the sport. The winner could pocket $600 plus contingency awards, and even the 20th-place man could pick up $25 if he finished.

entry & practice

Twenty-eight cars turned up for the event. That was less than the hoped for fifty but enough to cover the costs of the weekend.

The Saturday morning qualifying session was held in light rain, and nobody made a serious effort. But in the afternoon the track was nearly dry, and SCCA divisional champ Bruce MacInnes turned in a respectable 1:44.7 in his Zink Z10 for the pole. Next to him on the grid was Bruce Feldman in the Automart/NAPA Lola T340 with a time of 1:45.1.

Dolf Battifarano had the inside of row two at 1:45.5 in a Titan Mk 6C owned by Les Skinner of nuts fame. Next to him was the Lola T342 of Tom Davey with 1:45.6.

The Hawkes of Dave Hoover and David Loring occupied the third row with times of 1:46.2 and 1:46.3 respectively. Hoover's car was bent during the final session, and only an all-nighter by the crew had it ready to race the next day.

Mike Field turned a 1:46.4 in his Durasurf/Ford to get the inside of row four next to the Lola T342 of EMRA FF champion Charlie Batka. Batka's 1:46.5 was a half-second under his best-ever, but he was still outclassed by the better Formula Ford drivers like MacInnes and Feldman.

race

When the Fords left the grid, the shadows were already beginning to lengthen Sunday afternoon. After two laps the Stutz Blackhawk pace car went into the pits, and the field accelerated toward the downhill right-hander known as "Hansgen Bend". As they approached the corner, Dolf Battifarano moved in on MacInnes' right to make it three abreast. Unfortunately Battifarano then tapped the side of MacInnes' Zink, which made contact with Feldman's Lola, and Feldman suddenly found himself literally flying off the track. The car finally returned to earth short of the spectator fence, looking much the worse for wear but without damage to Bruce.

Battifarano took first place from MacInnes and stayed there for the first three laps, but MacInnes remained so close behind him that the gap could often have been measured with a yardstick. Dave Hoover was third, followed by the trio of David Loring, Tom Davey, and Mike Field. Lynn Angelone was somewhere behind in the Crossle 25F.

On lap three Battifarano set the fastest lap of the race, but it was his last moment of glory for the day. One of the tires was leaking, and it upset the Titan's handling

so that MacInnes was able to pass on the next circuit. Battifarano remained second until the sixth lap when he pitted to get more air in the offending tire and restarted 12th, so MacInnes was left alone to complete the last nine laps toward the $600 grand prize.

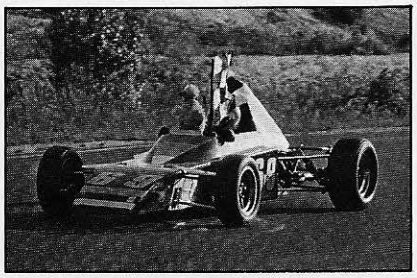
Dave Hoover inherited second on Battifarano's stop. But shortly afterward he went off the track, returning (minus nose cone) after Loring and Davey had passed. And that was the order in which the top four finished. Loring couldn't make up the fifteen seconds on MacInnes, Davey's car was plowing too badly to challenge Loring, and Hoover couldn't catch Davey.

Angelone and Field provided some wheel-to-wheel action in the closing laps. Ultimately Angelone managed to be about a foot ahead to nose out Field for fifth.

Battifarano was seventh on the last lap after working his way back from midfield. Mike Sheeley placed his Lola eighth ahead of William Valentine's Royale and Steve Stenzi's Titan.

The usually quick Tom Gaffney was not around at the finish due to broken points. Charlie Batka's Lola had also DNF'ed (for the first time this season) with a busted distributor. Tom Davey was more fortunate — his engine didn't fail until the cool-off lap.

Despite having only 25 starters, the EMRA race officials were very pleased with the event — it was their first professional event. At one point they were heard talking about the possibility of running more professional races in the future. The drivers were also happy about the event, expecially since they had a chance to run for real money.



Results

Skinner Nuts Pro-Am
Bridgehampton
September 28, 1975

1. Bruce MacInnes, Dragon Slayer Racing Zink Z10, 15 laps; 2. David Loring, Cavanaugh Racing Hawke DL12, 15 laps; 3. Tom Davey, Lola T342, 15 laps; 4. Dave Hoover, Hawke DL9, 15 laps; 5. Lynn Angelone, Aztec Foreign Car Parts Crossle 25F, 15 laps; 6. Mike Field, Durasurf/Ford, 15 laps; 7. Dolf Battifarano, Skinner Nuts Titan Mk6C, 15 laps; 8. Mike Sheeley, Lola T340, 15 laps; 9. William Valentine, Royale RP16, 15 laps; 10. Steven Stenzi, Titan Mk6C, 15 laps; 11. Donald Burris, Titan Mk6, 14 laps; 12. Charles Crocco, Crossle 20F, 14 laps; 13. Tag Edwards, Merlyn Mk24, 14 laps; 14. Everett Kemp, Elden Mk10C, 14 laps; 15. Rob Walter, Winkelmann WDF3, 14 laps; 16. Scott Harvey, Elden Mk10, 14 laps; 17. John Magrane, Lola T340, 13 laps; 18. Steve Genkens, Cavanaugh Racing Hawke DL12, 13 laps; 19. Arthur Roberts, Caldwell D9, 13 laps; 20. Michael Argetsinger, Elden Mk10C, 12 laps*; 21. Charles Batka, Jr., Mickey Mouse Racing Team Lola T342, 11 laps*; 22. Albert Pugliese, Caldwell D9, 9 laps*; 23. Timothy Kirk, Titan Mk6B, 5 laps*; 24. Tom Gaffney, The Gaffer's Racing Team Lola T340, 4 laps*; 25. Bruce Feldman, Automart/NAPA Lola T340, 0 laps*.

* Did not finish

Fastest Lap:

Dolf Battifarano, Skinner Nuts Titan Mk6C, 1:44.4

FORMULA VEE

1. Wallace Reetz, Apache Racing Caldwell D13, 15 laps
2. Walter Menzinger, Apache, 15 laps
3. Robert Tatem, Jr., King Mk II, 15 laps
4. Mitchell Barchuk, Gypsy Mk II, 13 laps
5. Wayne Wright, Caldwell D13, 11 laps

FORMULA B

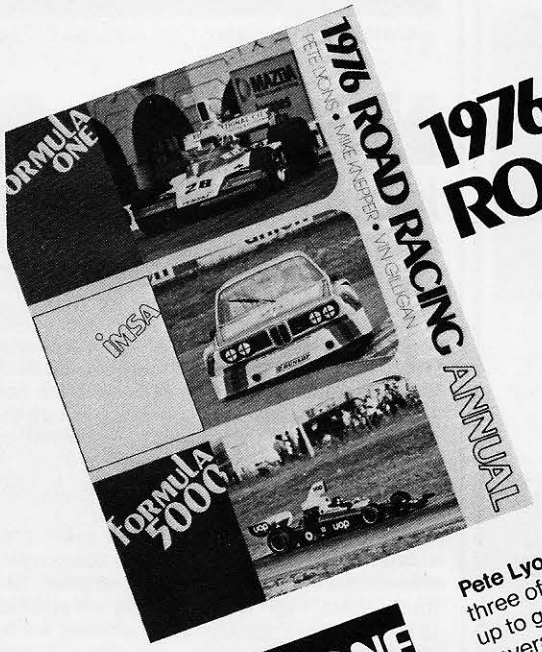
1. John Mortensen, Karaba Racing March 74B-Ford, 15 laps
2. Robert Nelkin, Chevron B17-Ford, 15 laps
3. Frank Sangiorgio, Chevron B18-Lotus, 14 laps
4. Carmelo Crisafillipi, Brabham BT29-Lotus, 13 laps
5. Jack Marsella, March 705/41-Lotus, 12 laps
6. Theodore Wenz, Comp. Research Brabham BT29-Lotus, 10 laps

Vanderbilt Cup

In the Formula Vee race Walter Menzinger, who had won the qualifying heat the previous day, managed to keep his Apache ahead of Wallace Reetz's Caldwell for most of the first eleven laps. Then Reetz passed and drove off to an easy win; Menzinger just managed to hold off Robert Tatem for second. Mitchell Barchuck was third in the square-shaped Gypsy, two laps behind. And Wayne Wright was fifth, after stopping once to put a loose wire back into his coil.

For the Formula SCCA/Super Vee race only Formula B cars showed up. The fastest of them was the Karaba Racing Enterprises March-BDA driven by John Mortensen, which now had the fuel starvation problem suffered at the Bridge Nationals sorted out. Mortensen managed an effortless win while potential challengers Ted Wenz (Brabham) and Jack Marsella (March) both fell out with mechanical problems. Robert Nelkin's Chevron B17 finished second, while the once-lapped Frank Sangiorgio finished third in his B18. Carmello Crisafillipi was fourth in a Brabham and was the only other racer in motion when the flag fell.

When the results for the day were tabulated, it was found that the SCCA had swept the Formula Ford (pro-am) race as well as taking 1-2 in Vee and first in FB. But EMRA had cleaned up in the sports car and sedan classes, and on the basis of that took the cup for the third year. ■



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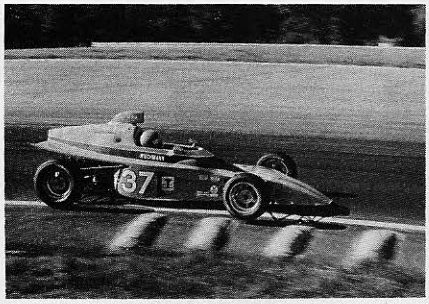
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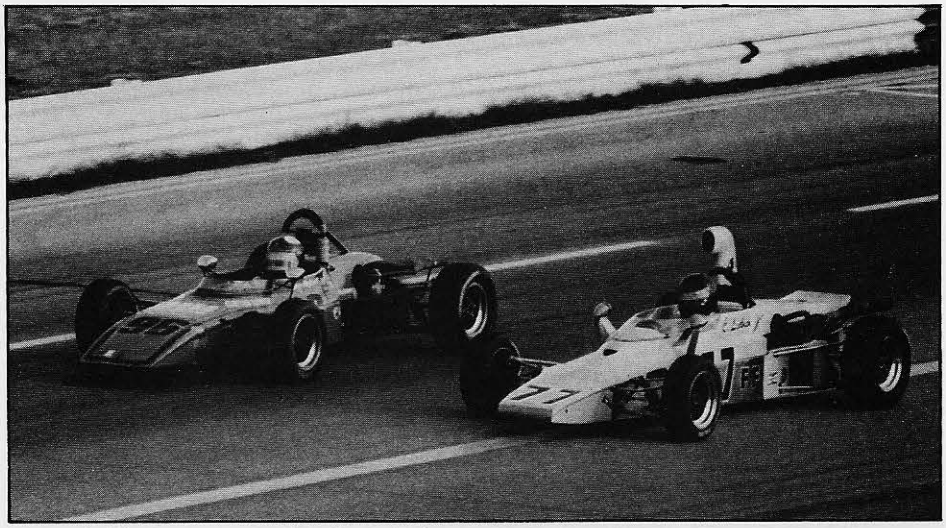
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Formula Ford winner Carl Liebich (77) and third place finisher Gary Hackbarth

Hoosier Grand Prix

INDIANAPOLIS RACEWAY PARK

By Randy Unsbee

The Indianapolis Raceway Park Hoosier Grand Prix National was probably the most important Midwestern National of the season. With this Lions Club-sponsored spectator event being the last stop on the Central Division trail, countless drivers were trying to accrue much needed points to qualify for the Road Atlanta run-offs.

As a result the formula car races provided some of the most spectacular wheel-to-wheel racing and crashes we have seen in CENDivision Nationals this season. Trashing cars seemed to be the rule rather than the exception during the September 20 & 21 races, and Formula Ford was, without question, the most exciting and dangerous event.

Formula Ford

Forty-four Fords were entered with the Road Atlanta qualifying slots still very much in question. Tim Evans held a decent lead of 13 points over the late B.J. Swanson with a Zink Z10. However, Dave Wietzenhof, Gary Passon, Gary Hackbarth and Carl Liebich all had a chance to improve their CENDIV rankings. Qualifying on the 2.5 mile course, which incorporates a drag strip in with the main chute, saw some different faces capture the grid positions at the front of the field. Carl Liebich, who has been steadily getting faster each race this year with his Lola T340, lowered the IRP FF lap record by .1 of a second. He and Steve Lathrop jointly held the course record (set in 1974) at 1:40.3. Within just one second of pole time were some top names in FF and FB including Dave Weitzenhof, Gary Hackbarth, Larry Wood and Vince Muzzin. Starting sixth was the June National's second place finisher Tony Kester, a graduate of the Midwestern Council of Sports Car Clubs, in his Dulon. Eighth was Tim Evans, last June's third place finisher. Sadly absent from the field was June National winner B.J. Swanson who lost his life at the Mid-Ohio F5000 race last August and who would have tried making it two IRP victories in a row.

Starting further back in the field and hoping to make a good showing were Revolution Wheel Lola driver Gary Passon in 16th and FORMULA Magazine contributor Gary Witzenburg in 37th.

As if you couldn't guess, there was no way of starting the last Formula Ford National of the season without a major incident. In this case the starter didn't even have a chance to drop the green flag before a two car accident occurred. As the field briskly made its way up the main chute a car elbowed its way into the second row creating a three-abreast situation. The starter wisely refused to throw the green, but by then the tail end of the field was charging hard, trying to improve positions before crossing the line. As a result, two cars crashed into the guardrail and the race was red flagged.

The drivers were uninjured but were greatly miffed at the incident, and the field proceeded around the course once again. This time the field remained in good order until the green was dropped, and then another Ford crashed into the guardrail just a few hundred feet from the starting line. Three more came together in the first turn, and these incidents set the tone for the remainder of the race.

At the end of lap one Weitzenhof crossed the start-finish line ahead of Liebich and Hackbarth who were just inches in arrears. Hackbarth then worked his way into the lead while Liebich tucked in for the tow down the long IRP main straight. Liebich kept his yellow Lola in contention for the entire race as did nearly everybody else; a mere two seconds separated the top seven positions. Kester was in the battle of his life for a points position with Larry Wood, FB driver Vince Muzzin and Steve Lathrop.

Each lap the top ten swapped positions while various other drivers spun and crashed. Ninth place starter Robert



Formula B winner James King leads Chip Mead. Randy Unsbee Photos

Morris touched wheels with another driver and did a lazy, airborne barrel roll which resulted in his Titan coming to rest belly-up. No sooner had he extracted himself from the car when Vince Muzzin, who had been running in the top four, had a left rear wheel hub break causing the wheel to proceed on its own way. Muzzin's Lola did a series of quick 360s right past Morris' Titan before a tow truck could even reach the scene. The errant wheel catapulted a drainage ditch, cleared a fence and missed two spectators by inches before being tackled in the pit lane by an alert crew member.

At the checkered (everyone breathed a sigh of relief that the damn race was over) Liebich led by inches over Weitzenhof, Hackbarth, Wood and Evans. Those two points for fifth place assured the CENDIV FF crown for Evans and his Zink.

Formula SCCA

Formula B had been shaping up all season long as one of the toughest open wheel classes of all. The high quality of the machinery coupled with the attractive Player's Atlantic series had upped the driving caliber of this class considerably.

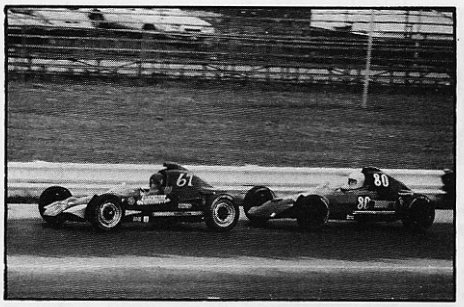
On hand to try to repeat his runaway victory of last June was Chip Mead in his March along with Player's series regulars James King and Vince Muzzin. This time, however, it was King who demonstrated the March's affinity for IRP by registering a lap time .9 faster than Mead, who was in turn .4 quicker than Muzzin. Quickest of the non-pro drivers was Keith Feldott in the ex-Mead Chevron B27. Following him in quick succession were CENDIV points leader Dan Carmichael in the Brabham BT40, March driver Tom Outcault and perennial favorite Chuck Dietrich in the BT38.

One of the strongest fields of the season took the flag with a total of 18 fighting their way through the field. Right in the midst was Super Vee fast qualifier Scott Ovel in 12th overall and top Formula C man Jerry Peattie in 22nd.

King immediately pulled out a lead in the Raggedy Ann March but was hotly pursued by Mead and Muzzin. Feldott found the pace a bit quick for his understeering Chevron but nonetheless held off Outcault's attack for fourth place during the early stages of the race. Time after time Outcault would try to outbrake Feldott into turn 12, IRP's carousel, but Feldott would hold his line and shut the door. Finally, the March's brakes proved superior, and Outcault shot under Feldott to go after the leaders. None of the regular SCCA hotshoes came close to challenging Feldott until he locked up a wheel and slid off course, damaging the Chevron's nose.

King was not to be headed, but Muzzin did a good job of reeling in Mead for second place. Scott moved his Lola T360 into fifth behind Outcault while Carmichael nailed down a one point frosting for his CENDIV title with a sixth place finish.

Scott Ovel took his Lola to first in FSV, ninth overall, and was hotly pursued by Bobby Lybarger and Herm Johnson, both in Lolas. Ovel had the title won by one point even if Johnson won. Nevertheless he drove as if everything depended on the outcome and as usual left the competition behind him. Les Miller overcame fast qualifier Peatti for the Formula C win while Patrick Garmyn was first in the sparse Formula A field for 14th overall.



Vee winner Terry Satchell duels with second place man Rick Comer.

Formula Vee

A good deal was at stake when the green flag fell for the 30 car field of FV's. John B. Hogdal of the Land O' Lakes Region had a three point lead in the standings over 1975 arch rival Warren Mockler of Indy. Also trying to improve their CENDIV standings were Tom Pomeroy, Terry Satchell, Thomas Stephani and Jerry Peterson. These drivers filled out the top six slots.

continued ➤

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HOOSIER GRAND PRIX continued

Bill Cruse qualified his Lynx on the pole, a surprising .7 ahead of Michael Leary's similar mount. John Gerber was third fastest, and one had to look to the third, fourth and fifth rows to see the drivers frantically vying for title points. But at the green, Satchell charged from his fourth place slot to take the lead on lap one and was being chased down by sixth place starter Rick Comer, seventh place John Haydon and 15th place John Hogdal. It appeared Hogdal was going to have to work some to take the title this year.

The second time around Hogdal moved his Caldwell into second but then began to slow until most of the field pulled past him, and he eventually parked it with some incurable malady.

Meanwhile Satchell and Comer kept up the pace at the head of the field while Hogdal kept them honest from third place. Ever so slowly Satchell began to pull away from the first pack of six while Comer held on to second ahead of Pomeroy, Cruse, Hogdal, Gerber and Mockler. These positions were exchanged through the course of the race with the order finalizing at Satchell, Comer, Pomeroy, Hogdal, Cruse, Mockler and Gerber. Tom Stephani, hoping to improve his fifth place points standings, could manage no better than 11th. Mockler's sixth wasn't enough to take the title away from Hogdal. However, Satchell's victory moved him up to third in the standings ahead of Pomeroy. Lynx cars took 15 of the top 16 positions. ■

Results

1975 HOOSIER GRAND PRIX
Indianapolis Raceway Park
September 21, 1975

FORMULA FORD

1. Carl Liebich, Lola; 2. Dave Weitzenhof, Zink; 3. Gary Hackbarth, Special; 4. Larry Wood, Van Diemen; 5. Tim Evans, Zink; 6. Steve Lathrop, Lola; 7. Don Findlay, Titan; 8. Thomas Carson, Elden; 9. Tony Kester, Dulon; 10. Rick Parsons, Mk I; 11. John Schneider, Merlyn; 12. Martin Carver, Lola; 13. Nick Lawrence, Zink; 14. Jimmy Wickiser, Elden; 15. Sam Yeary, Zink; 16. Scott Livingston, Winkelmann; 17. Paul Page, Elden; 18. Lawrence Dodd, Zink; 19. Malcolm Macrod, Crowell; 20. Ronald Getter, Lola; 21. Steve Majerick, Lola; 22. Don Dean, Elden; 23. Kris Proctor, Lola; 24. Harold Linville, Hawke; 25. George Kasmak, Lotus; 26. Vince Muzzin, Lola; 27. James Tucker, Merlyn; 28. Mark Miller, Royale; 29. Robert Morris, Titan; 30. Turner Woodard, Zink.

DNFs

Dan Johnson (Lola), Jimmie Rowe (Merlyn), Gary Passon (Lola), John Huffman (Lola), J.T. Newland (Elden), Ed Trudeau (Dulon), Gary Witzenburg (Winkelmann), Doug Eppich (Winkelmann).

FORMULA SCCA

1. James King, March FB; 2. Vince Muzzin, March FB; 3. Chip Mead, March FB; 4. Tom Outcault, March FB; 5. Bill Scott, Lola; 6. Dan Carmichael, Brabham FB; 7. Joe Sheperd, Chevron FB; 8. John Kowalski, Brabham FB; 9. Scott Ovel, Lola FSV; 10. Bob Lybarger, Lola FSV; 11. Herm Johnson, Lola FSV; 12. Gary Robinson, Brabham FB; 13. Dave Keenan, Lola FSV; 14. Patrick Garmyn, McLaren FA; 15. Rob Jones, Lola FB; 16. Gary Wallace, Brabham FB; 17. Joe Hill, Lola FSV; 18. Keith Feldott, Chevron FB; 19. John Egen, Ero FB; 20. Larry Walker, Lola FSV; 21. Jim Frazell, Royale FSV; 22. Les Miller, Brabham FC; 23. Jerry Peattie, Brabham FC; 24. Henry Roddiger, Lotus; 25. Dennis Blain, Zieter; 26. Peter Robinson, Brabham FB; 27. Larry Dawson, Royale RP18 FSV; 28. Tom Cooney, March FB; 29. Don Demaggd, McKee FA; 30. Jim Lloyd, Crossle FB; 31. Chuck Dietrich, Brabham FB; 32. J.R. Fowler, Brabham FB; 33. James Oppermann, Elden FB; 34. Lloyd Callaway, Chevron FB; 35. Pat Walter, Ralt FB.

FORMULA VEE

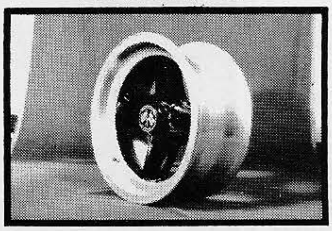
1. Terry Satchell, Lynx; 2. Rick Comer, Lynx; 3. Tom Pomeroy, Lynx; 4. John Hogdal, Lynx; 5. Bill Cruse, Lynx; 6. Warren Mockler, Lynx; 7. John Gerber, Zink; 8. Jerry Peterson, Zink; 9. Joe Claudy, Rabbit; 10. Carl Anderson, Lynx; 11. Tom Stephani, Lynx; 12. Dave Harris, Lynx; 13. Sam Procter, Zink; 14. Rick McDowell, Lynx; 15. Russell Schimandle, Lynx; 16. William Holler, Lynx; 17. Steve McFarling, Zink; 18. Rod Ferree, Zink; 19. Richard Goodykoontz, Zink; 20. Art Springer, Zink; 21. Dennis O'Rourke, Katze; 22. Todd Curless, Beach; 23. Gerald Topmiller, Lynx; 24. Sheldon Wilde, Zink; 25. John Combest, Lynx; 26. Richard Fraser, Poverty; 27. Max Willman, Lynx; 28. Thomas Green, Zink; 29. Michael Leary, Lynx; 30. John Haydon, Caldwell; 31. Roger Adams, Autodynamics; 32. Mike Victor, Lynx; 33. Ed Mockler, Lynx; 34. Rodney Winters, Lynx.

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CANON NATIONAL

Lime Rock Park, September 1st

By Thomas Barker



Tom Davey leads the Formula Ford field. Maureen Fennelli Photo

Where else but in amateur racing could eight dollars buy a day in the country and ten road races? Many thanks to Canon and Lime Rock park for providing a really fun way to spend Labor Day.

Formula Ford

On the opening lap Tom Davey put his Lola into first and made it clear that he planned to stay there. He was car lengths ahead of everyone past the pits at the end of lap one, then added to the cushion every lap.

Most of the attention was therefore directed behind Davey, where Bruce MacInnes was trying to keep his Zink ahead of Lola-mounted Bruce Feldman. (He was doing very well considering that his brake bias was incorrect so that the fronts locked every time he pressed the pedal too hard.) Behind them, Peter Moody in a Supernova was trying unsuccessfully to hold off Rick Bell's quick Crossle.

At six laps the lead was apparently settled, and the field had started to string out a bit. A spectator might have been forgiven for thinking that the remainder of the thirty laps would be a formality. But on the seventh lap Davey found himself troubled by the dreaded brain fade: "My concentration was going away badly. Somehow I got wide and didn't realize it. I thought I could hang a wheel off on the dirt, and instead of hanging on the dirt it caught on the edge (of the track) and spun. No excuse. I just haven't been driving enough this year, and it's hard to keep that pace up for a long time without mental lapses." Davey ought to get the honesty-in-racing award for admitting to that.

After Tom's incident, first place went to Feldman who had just passed MacInnes. Behind them Bell was holding down third from Dave Weitzenhof in a Zink. And Emil Assentato's Crossle was momentarily fifth before a spin stalled the engine and ended his drive. Peter Moody looked to be fading.

At about this stage the race began to be enlivened by the never-give-an-inch spirit and by the resulting incidents which sometimes mark Northeastern Formula Ford racing. The leaders certainly noticed that on lap eleven, when a backmarker spun in front of them and they all had to detour around him. Dave Weitzenhof was able to use the resulting confusion to nip past the Feldman/Bell/MacInnes trio. Dave's period of glory was short, though, since Feldman repassed him on the next lap. And then, within a few laps, the Weitzenhof Zink was seen limping into the pits with a flat tire.

Bell and MacInnes were making an effort to pass Feldman as the race passed half distance, but he seemed fully capable of dealing with them. And then another bit of racing luck: one of Feldman's battery leads pulled loose and he was left to coast to a stop.

With eighteen laps completed, Bell found himself in the important spot, and MacInnes was a close second. Brian Goodwin had assumed third in his Lola, apparently unchallenged but unable to challenge. It seemed as if it would be a fight between Rick and Bruce for the winner's champagne — except for one thing: one unfortunate fellow had managed to spin and stall his car in the middle of the first turn. He was able to get out of it without incident, but the corner workers couldn't move the racer off because cars were going by it on both sides at racing speeds. So the officials simply put out the black flag, then declared the race over and official at eighteen laps.

In the final moments of the shortened race, Tom Gaffney added one last measure of excitement when he found himself closing too quickly on some slowing cars and shot off one side of the main straight. One corner of the Titan was crunched, but "the Gaffer" apparently escaped serious injury.

So Bell was the winner. "Kind of a lousy way to win a race," he said afterward. MacInnes and Goodwin took the next two positions, with Chris Gleason's Lola behind them by virtue of the fact that he had stayed out of trouble. Dave Hoover was fifth in a Hawke, having moved up from eighth as some of the faster runners fell out. Tom Gaffney's wreakage was classified sixth by virtue of the fact that he had finished his eighteen laps before the accident. Bill Nesbitt's Crossle finished seventh despite three separate off-course excursions to avoid hitting competitors. Filling out the top ten were John Christian (Lola), Mike Field (Durasurf/Ford), and John Higgins (Merlyn). Peter Moody finished fourteenth and on the same lap with the leaders — but the engine sounded ill and obviously wasn't long for this world.

There was also a Formula Ford consolation race, which resulted in a walkover for Rich Josephs and his Titan. Dwight and his Merlyn finished second.

Formula Vee

This was a neat and orderly event, in contrast to some of the others, but the start was a poor one. The starter gave the front part of the grid the green flag as they completed the planned second pace lap, but unfortunately the final rows of the grid were lagging and were still back at the start of the straight when the green was shown. (Also with the tail-enders was Wallace Reetz's usually-quick Autodynamics, which hadn't started up fast enough on the pregrid).

On the opening lap James Havell in an Autodynamics took first over Jon VanDecar's ditto and Steve Christian's Zink. Jon isn't accustomed to running second and started a typical Vee-style duel. They were at it until lap fourteen, when Jim had to use the escape road in the first turn to avoid a collision with a car he was lapping, and he returned in fifth place.

continued ➤

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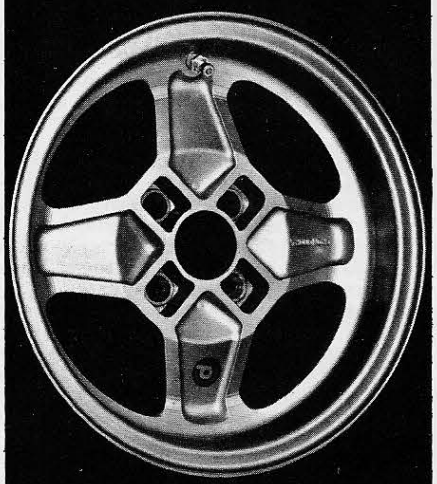


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CANON CAMERA NATIONALS continued

With Havell gone, Perry Buzzel worked his way forward from the pack to challenge Van de Car. They went through the place-swapping act for two laps until Jon lost Perry in traffic and then used his car's slight edge to pull away. So Jon Van de Car had right up to the end.

Havell managed to work his way back into third on lap 19 but didn't have enough laps left to catch the first two. He was followed at the checkered by Steve Christian and Aurum Belzer (Formula Automotive), who hadn't been able to run with the fastest but kept going reliably for the full 30 laps. Walter Menzinger in an Apache finished sixth.

One lap back, Stan Czacki (Lynx) was seventh. Wally Reetz managed to climb up through the field for eighth. And the top ten was completed by Roberta Knickerbocker's Phenix and William Wardlow's Jiben.

Formula SCCA

Joseph Sposato's Chevron and Michael Rand's Brabham had the two front grid positions (both in Formula Bs as were all of the front-runners). But it was Ken Duclos' Falconer-bodied Brabham which got ahead on the first corner. As Ken explained it later, "Mike and Joe tried to go a little too deep. They got all crossed up and left a big hole so I went through it." Driver and car were working so well that the rivalry for first ended right there.

Rand got crossed up again a few laps later, delaying himself and Sposato so that Eric Kerman was able to slip his FB March into second. The March looked like the one to challenge Duclos, but he was kept from a serious shot at the win by oil leaking on his rear tires — "I couldn't figure out why the car wouldn't handle." So, for the middle portion of the race, the order settled into a pattern: Duclos/Kerman/Rand/Sposato, followed by Joe Ostrowski's FB March and Ted Wenz's FB Brabham.

Further back in the pack there was even less action in the other classes. The Formula C victory went to Dirk Wrightson's Brabham, which was outrun only by the six or seven fastest B-cars. A few places behind him was Peter Brower in another Brabham, running uncontested for second in class. Norman Marx found the oil pressure falling on his FA Lola-Chevy, so he parked it and handed the class trophy over to Steven Woods (March powered by a 2-liter Lotus twin-cam). Formula Super Vee was turning out to be the property of Walter Wilkins' Royale, with Bob Dugo's similar car much further back.

The fans were saved from a humdrum event by Rand and Sposato, who began to close on Kerman's ill-handling March. As the lap numbers reached the middle twenties, they stationed themselves on his tail but found it difficult to pass. (Rand couldn't understand why, since he thought Kerman had been lapped.) But their job was made easier by a slow driver who got in Eric's way so that Mike and Joe could not get past.

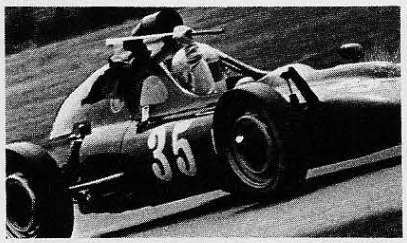
Eric Kerman was not willing to settle for fourth best, regardless of how the car was handling. Three laps later he retook Sposato for third and made his car as wide as possible for the closing laps. And that was the order in which they finished.

Joe Ostrowski should have been fifth but went off course during an incident with a slower car and smacked an embankment. That gave fifth-place points to Ted Wenz (FB Brabham). Similarly Bob Reen (FB March) lost sixth because of over-cooking it twice in the corners and a resultant stop to have grass removed from his radiator intake. So Ronald Swartz's Formula B Royale took sixth, and Bob wound up eleventh.

Seventh overall was C winner Dirk Wrightson, ahead of Herman Gugliotta's FB Chevron. Peter Drower was ninth overall and second in C, a full 44 seconds behind Wrightson but comfortably ahead of third-in-class Carl Whitney (Brabham).

Further down the field, Super Vee winner Walter Wilkins was twelfth overall. And Formula A winner Steven Woods was fifteenth after pitting once for refueling. (It seems that the guy at the pump hadn't given him enough.) ■

Maureen Fennelli Photo



Formula Vee winner Jon Van de Car

Results

Canon Camera Nationals
Lime Rock Park
Lime Rock Connecticut
September 1, 1975

Formula Ford Results

1. **Rick Bell**, Crossle, 18 laps; 2. **Bruce MacInnes**, Dragon Slayer Racing Zink Z10, 18 laps; 3. **Brian Goodwin**, Goodwin's Dairy Lola, 18 laps; 4. **Chris Gleason**, AER Racing Lola, 18 laps; 5. **Dave Hoover**, Team Broccoli Hawke, 18 laps; 6. **Tom Gaffney**, The Gaffer's Racing Team Titan Mk9, 18 laps; 7. **Bill Nesbitt**, Crossle 30F, 18 laps; 8. **John Christian**, Christian Motor Corp Lola, 18 laps; 9. **Mike Field**, Durasurf/Ford, 18 laps; 10. **John Higgins**, Merlyn, 18 laps; 11. **Bob Goeldner**, Crossle 30F, 18 laps; 12. **Bob Paladino**, Lola T340, 18 laps; 13. **Greg Bincarwosky**, Joseph Bincarwosky Crossle, 18 laps; 14. **Peter Moody**, Supernova, 18 laps; 15. **William Valentine**, Royale, 18 laps; 16. **Whit Beals**, Ten Talents Auto Sales Crossle, 18 laps; 17. **Edward Impink**, Maldwarf Works Royale, 18 laps; 18. **Sam Romano**, Zink, 17 laps; 19. **Bruce Feldman**, Lola T340, 17 laps; 20. **Joe Marcinski**, Dawn-treader Racing Winkelmann, 17 laps; 21. **Noel Poduje**, Lola T340, 17 laps; 22. **Dan Griffin**, Zink, 17 laps; 23. **Allen Caldwell**, Seven Flags Racing Lola, 16 laps; 24. **Harold Puchasz**, Vespuch, 16 laps; 25. **John Gimbel**, Merlyn, 16 laps; 26. **Dave Weitzenhof**, Zink Z10, 15 laps; 27. **Nick Kozlov**, Royale, 14 laps; 28. **Keith Kaufman**, North Atlantic Formula Racing Lola, 14 laps; 29. **Emil Assentato**, Crossle 25F, 7 laps*; 30. **Tom Davey**, FSSHPD Lola T342, 6 laps*; 31. **H. Kelly**, Crossle, 2 laps*; 32. **Paul Tavilla**, Lola T340, 1 lap*.

* Not running at the finish

Formula Vee Results

1. **Jon Van de Car**, Van de Car Racing Autodynamics D13, 30 laps; 2. **Perry Buzzell**, Zink, 30 laps; 3. **James Havell**, Beetle Barn Autodynamics D13, 30 laps; 4. **Steve Christian**, Zink, 30 laps; 5. **Aurum Belzer**, Formula Automotive D13, 30 laps; 6. **Walter Menzinger**, Apache Racing Team Apache, 30 laps; 7. **S.T.Czacki**, Peggy Czacki Lynx, 29 laps; 8. **Wallace Reetz**, Autodynamics D13, 29 laps; 9. **Roberta Knickerbocker**, Phenix, 29 laps; 10. **William Wardlow**, Bent Penny Racing Jiben, 29 laps; 11. **Tom Collins**, Autodynamics, 29 laps; 12. **John Grubb**, J&J Racing Zeitler, 29 laps; 13. **Ed Triolo**, Rabbit, 29 laps; 14. **Tom Galuardi**, Lisi Racing Barrcar, 28 laps; 15. **B. Pasternak**, Lola, 28 laps; 16. **James Fleischman**, Beech, 28 laps; 17. **Charles Anderson**, Autodynamics, 28 laps; 18. **Bill Kerigan**, Caldwell D13, 27 laps; 19. **V. Paul Lawless**, Tobo Racing, 26 laps; 20. **R.C. Booth**, BRE T75A, 26 laps; 21. **Roger French**, Autodynamics, 25 laps; 22. **William Shepard**, Capital, 25 laps; 23. **Jim Coleman**, Bobsy, 22 laps; 24. **Terry Keifer**, Zink, 15 laps; 25. **Robert Novack**, Novee, 12 laps*; 26. **Steven Woods**, Woods SJ3, 11 laps*; 27. **James Nichols**, 3M Racing Zeitler, 8 laps*; 28. **John Lewicke**, unknown, 8 laps*; 29. **Michael Lurie**, Lurie, 4 laps*.

* Not running at the finish

Formula SCCA Results

1. **Ken Duclos**, Trojan/Kay-Dee Brabham BT40 (FB), 35 laps; 2. **Michael Rand**, Cheese Shop/Trojan Brabham (FB), 35 laps; 3. **Eric Kerman**, Audiovox Racing March (FB), 35 laps; 4. **Joseph Sposato, Jr.**, Sposato Motoracing Chevron B29 (FB), 35 laps; 5. **Ted Wenz**, Competition Research Brabham BT29 (FB), 34 laps; 6. **Ronald Swartz**, Formulas Unlimited Royale RP20 (FB), 34 laps; 7. **Dirk Wrightson**, Wrightson Racing Brabham (FC), 34 laps; 8. **Herman Gugliotta, Jr.**, Isola Racing Chevron B29 (FB), 34 laps; 9. **Peter Bower**, Brabham (FC), 33 laps; 10. **Carl Whitney**, Brabham (FC), 33 laps; 11. **Bob Reen**, March (FB), 33 laps; 12. **Walter Wilkins**, Royale (FSV), 32 laps; 13. **Bob Welch**, JLT (FC), 31 laps; 14. **Larry Snover**, Brabham (FC), 31 laps; 15. **Steven Woods**, Woods Racing March (FA), 25 laps; 16. **Bob Dugo**, Royale (FSV), 24 laps; 17. **Joe Ostrowski**, March (FB), 20 laps; 18. **Gerald Lieberg**, March 72B (FB), 11 laps*; 19. **J. Freeman**, Brabham (FB), 8 laps*; 20. **Allen Costa**, March (FB), 7 laps*; 21. **Norman Marx**, Lola T300 (FA), 6 laps*; 22. **John Mortenson**, Karaba Racing March 74B (FB), 6 laps*; 23. **Peter Dodge**, Lola (FSV), 4 laps*; 24. **Ed Givler**, Killion Edge (FSV), 2 laps*.

* Not running at the finish

WATKINS GLEN SUPER VEE

Round 10 Robert Bosch Gold Cup

By Bruce Czaja



It's all over but the shouting. Eddie Miller, driving the Haas/Deutsch/Maxwell Lola, has won the 1975 Robert Bosch Gold Cup Championship. He has done it in fine form, in a manner similar to Elliott Forbes-Robinson's domination of the series a year ago. Eddie has won five races out of the eight he entered, finished second once, and had only one DNF during the season. The fact that he was able to claim the title without competing in all the races is a tribute to his ability and to the fact that the Haas Lola is probably the best-prepared car in the series.

But strong tribute must also be given to the other drivers in the series who have kept the pressure on all year. By winning the number of races he did, had it been some other racing series, Miller would probably have wrapped up the title long before this. But people like Tom Bagley, Howdy Holmes, and Richard Melville scored well throughout the season to keep Eddie from making a shambles of the crown. All in all, it was a good Super Vee season.

If the above makes it sound as if the season is over, for all intents and purposes it is. Yes, there is still the final race at Daytona, but it will not be a very important event. The Super Vee series is such that there is only one place to finish in the point standings. That place is first. Because of the general level of exposure in the series first is the only place people notice. Do you remember who was second last year, or the year before? No. While there was still a race for the lead, it was interesting; now the finale will just be another race.

You could sense the tension before the race. Miller had a firm lock on first with Bagley, Holmes, and Melville all still having a possible chance for the title. The main protagonists realized it and were a little more up-tight than usual for a race meeting. Would Miller be able to continue his string of high finishes to clinch the crown or would he falter, making way for one of the others? If Miller did falter, which one of the three challengers would be able to mount the necessary charge in the last two races to overcome Eddie's lead? Would Miller take it easy and take a couple of top ten finishes and capture the title conservatively, or would he come out charging as he had all year?

entry & practice

If the Watkins Glen race was of such importance in the minds of those following the points race, it was also important to the other competitors. Super Vee drivers came out of the woodwork for the race, sensing it would be the biggest of the year. It was being run with the U.S.G.P., guaranteeing the drivers their largest audience of the season. Many, many potential sponsors, owners, and others who could be helpful to a driver's career would be in attendance, which meant the race could become a stepping stone for a better year next season. Because of the prestige of the weekend more than 50 drivers sent entries in for the race.

The first qualifying session was set for 8:30 a.m. on Friday morning, giving the Super Vee drivers the dubious distinction of being the first to test the new chicane which had been installed at the insistence of the GPDA. Most of the pilots were cautious in the opening session as they tested various lines through the new turn, rather than worrying about going fast. For the record, Howdy Holmes was the fastest in the session by lapping the EZ Wider Lola in a time of 2:05.468. The time was almost 10 seconds slower than last year, but Howdy and almost all of the other drivers felt that there would be several more seconds to be found once they figured the chicane out and the track had a little more rubber laid on it.

The first session started almost 45 minutes late; so rather than move everything (read the Formula One practice session) back, the Gold Cup qualifying was cut short. The time was made up in a new 20 minute period scheduled during the lunch break.

Holmes was fastest in this session as well, pushing the EZ Wider car around at a more respectable and realistic 2:01.345 or 100.19 mph. But the session signalled the start of problems for Howdy. Mid-way through, the bolts holding the flywheel sheared and left the Lola stuck on course and ended Howdy's chances of making the afternoon session.

Eddie Miller showed that he was not about to let up for this race as he had the second best time at 2:01.467. Tom Bagley showed that his newly built Kent Oil Zink was going to be a force to be reckoned with from the start by having the third best time of 2:01.537. Tom had put the car together in less than two weeks since the other Zink was destroyed at Mosport.

Few parts were salvagable from the wreck, the tub not being one of them. For all intents and purposes it was a brand new machine, and Tom had it dialed in perfectly.

By the afternoon session Miller was leading the way, with Holmes on the sidelines. Eddie brought his time down to a 1:59.624, as the drivers went faster with each additional lap. Bill Alsup moved into second spot, cranking out a 2:00.185 lap in the Zeitler Lola. Bagley moved back to third fastest, followed by Jerry Jolly. Richard Melville was hanging on to the fringes of a good time with a 2:01.864. The chicane and other changes on the circuit had already taken their toll as several drivers besides Holmes missed the afternoon session. Bobby Rahal had an off-course excursion in Bill Scott's new Royale RP-19A, damaging the new nose piece but the car was not severely hurt, and Bobby would be ready for the final session on Saturday. Chip Mead went off course and damaged the car he was driving for Wilbur Bunce. As things would turn out, Mead would be a spectator for the weekend. Billy McConnell was another who would spend the night working because a half shaft broke and sent him into the catch fencing with some serious rearrangement to the Essex Chemical Tui.

The final qualifying session was set for 8:30 a.m. on Saturday. It was clear and cool, but there had been enough traffic on the circuit to ensure that the track would be in good shape for some quick runs. Bagley and Holmes set out to show they were serious about not letting Miller have the title without a fight as first one and then the other lowered their lap times. Bagley wound up with the top spot with a final time of 1:58.682, just about two seconds slower than the time he posted in the Kent Oil car in July before

continued ➤

GLEN SUPER VEE continued

the chicane was installed. Holmes put the EZ Wider car on the outside of the front row with a 1:58.711 but again, it was at a price. The engine in the car air-conditioned itself before the end of the session by sending large bits of crankshaft and rods through its block. With holes 2" in diameter, Howdy was suddenly faced with the prospect of again starting a race with a less than trick engine as he had at Mosport.

Bobby Rahal put his act together, putting the BSR Royale in third spot with a time of 1:59.512. Eddie Miller could not better his time from the day before, which was only good enough for the fourth spot on the grid. Richard Melville lowered his times enough to take fifth at 1:59.929. Sixth on the grid was Benny Scott, who after missing the first two sessions was finally finding his way around the revised circuit. Benny turned a 2:00.017 in the BAR Viceroy Lola.

Bill Alsup was another who could not improve his time from the previous day, moving back to the seventh on the grid. Fred Opert had imported German Super Vee Champ K.K. Ross and installed him in one of his Supernova Tuis. Ross responded by putting the car in the eighth starting spot with a time of 2:00.485. Ninth went to Herm Johnson in his Lola, followed by Jerry Jolly in a similar car.

The large field meant that some pretty good drivers were starting back in the field. William Henderson was 11th in his Lola, Bill Scott was 12th in Bill Neuhoff's Royale RP-18 from last season. Bob Lazier was 13th with Peter Moodie at his side in the second Bunce Lola. Lou Gigliotti and Fred Phillips made up the next row and Fred was especially unhappy about the amount of power the engine in his Elden was generating.

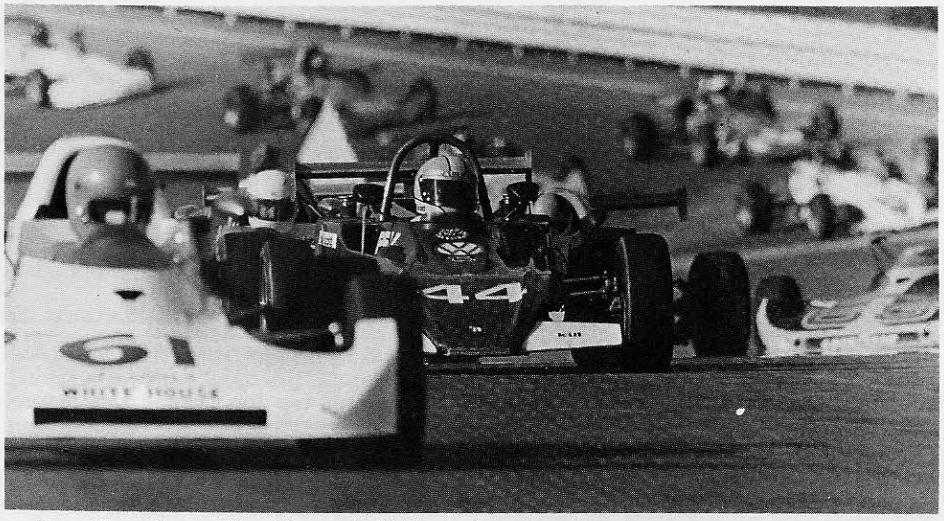
The 17th and 18th spots found Bill Neuhoff and Harry MacDonald side by side in the BSR Royales. The final row in the top 20 was made up by Francisco Romero in an Opert Tui and John Kalagian in Ray Heppanstall's Lola. Almost five seconds separated the lead car from the 20th which was an abnormally large gap, giving credence to the thought that the drivers were indeed having their problems with the new chicane and the other changes. A total of 44 cars would be ready for the Saturday afternoon start.

race

The top four drivers in the point standings were in the top five; so most of the attention would be focused on the front rows. As the field dove into the first turn, there was a pitched battle for positions. Because of the new chicane, the course was under a yellow flag condition from the first turn through the chicane for the first lap. Bagley had the edge in the first corner and moved in front. Miller followed him in second, with Rahal third. Holmes, who quickly sensed that the engine in his car (which had been taken out of Chip Mead's machine) didn't quite have the horses of the powerplant which blew, had to content himself with fourth.

Behind the leaders the balance of the field more or less sorted themselves out to engage in their own individual battles for the remainder of the 15 lap race. Up front Bagley held the advantage, building a slim margin by the second lap. Rahal had reinserted himself in front of Miller, with Holmes holding fourth and already a ways back from the leading trio. Melville held the fifth spot, Alsup sixth, Herm Johnson seventh, K.K. Ross eighth, Benny Scott ninth and Lazier tenth. Of the middle pack, Lazier seemed to be the strongest as he picked off one car after another in front of him.

Miller was having a devil of a time trying to get by Rahal as Bobby was using all of his skill to hold off the soon-to-be-crowned driver. Finally, midway through the race, Miller slipped past and was able to take off in pursuit of Bagley. There was going to be no letting up for Eddie at the Glen; he wanted the victory.



Two time Super Vee Champ Bill Scott (number 44) made a rare appearance in last year's Royale RP18.

The early stages of the race were marred when Bill Alsup missed a shift exiting the chicane on the fourth lap. His Lola slid off the track into the catch fencing. The car spun around in the fencing, coming to rest partially on the circuit, right in the normal exit line. Bill got out of the car with a nasty bump on his hand from one of the catch fencing poles. He went back to the pits with the car and then finally to the hospital when the hand continued to hurt. X-rays showed a couple of small bones broken to go along with the nearly total loss of the car.

The crash slowed the field down further through the chicane area and allowed a few drivers to move up as the others slowed excessively. Lazier, who had moved through the field well, went in front of Holmes for fourth to begin what would become a race long duel between the two. Up front, Bagley opened his margin.

It took several laps to clean up the wreckage, and when they finally moved the car, the corner workers didn't bother to sweep the track. There was a large pool of oil left where the car was sitting, and it was quite dicey there for the rest of the race. The oil almost caught a couple of drivers as they went through it thinking it had been cleaned up. The chain of Lazier, Holmes, Scott, Johnson, and Ross had an especially trying time as one by one, nose to tail they hit the oil patch. Remarkably all of the drivers were able to control their cars; so although there were a few rear ends slewing almost out of control, the cars made it through.

With five laps to go, Bagley had a firm grip on first place and started to let up, feeling he could relax a little with a five

(BELOW) Bill Alsup climbs out of his demolished Lola.

Bruce Czaja Photos



second margin. He found he couldn't. "When I went slower, I found I wasn't concentrating and started to make a few stupid mistakes. I knew I had a fairly good lead over Eddie, but I quickly realized that taking it easy wasn't the way to protect it. I had to go just about all out to keep my concentration." Tom may not have really been going all out, but Miller was. In the remaining laps he began to make serious inroads into Bagley's lead. In doing so, he set the fastest lap of the race at 1:58.4, which was below even Bagley's pole time.

Eddie's late charge almost worked. As the last lap came up, Eddie was right on Bagley's tail. He made a heroic attempt to get by at the finish line, missing the lead by the incredibly small margin of .002 seconds. Bagley had won his second race of the year at the Glen, again taking the pole position and leading the race from start to finish. He was happy, as was Miller, whose second place gave him the title. Rahal held on to third, a slight distance behind Bagley and Miller and well clear of Holmes, who took the fourth spot from Lazier to end their struggle. Sixth place went to K.K. Ross, who drove a steady but unspectactular race in his first American start. Herm Johnson held on for seventh ahead of Benny Scott, who although consistent, was never really able to mount much of a charge during the race. Bill Scott led a tight bunch across the line for the ninth in the old Royale, followed by William Henderson. Bill Neuhoff, Howard Kelly, and Jerry Jolly took the next three positions.

The second place finish gave Miller 118 points to Bagley's 95 with only one race left. There is still the battle for second place in the standings although based on past performances, Bagley would have to be given the nod. It would be hard to forget his starting from the back of the grid in January and winning the race. If the Kent Oil Zink ever took to a particular circuit, it would have to be Daytona. Howdy Holmes moved into third in the standings with 85 points, three more than Melville who failed to finish for the first time this year. Engine problems put Richard on the sidelines and dropped him from second to fourth in the standings. Bob Lazier tightened his grip on fifth place with 64 points, 11 more than Fred Phillips.

Now, it's all over but the shouting and one more race. For most teams though, we're certain that they would much rather be in Florida come November 30th for the finale than locked in a snowstorm up north. Besides, there's always next year to start thinking about. ■

GLEN SUPER VEE GRID

Tom Bagley Kent Oil Zink 1:58.682	**Howdy Holmes** Bunce/EZ Wider Lola T324 1:58.711
Bobby Rahal Montgomery VW BSR Royale 1:59.512	**Eddie Miller** Deutch/Maxwell/Haas Lola T324 1:59.629
Richard Melville Heppenstall Lola 1:59.929	**Benny Scott** Viceroy Lola T324 2:00.017
Bill Alsup Zeitler Racing Lola T324 2:00.185	**K.K. Ross** Opert Racing Tui Supernova BH5 2:00.485
Herm Johnson O-Zone Lola T324 2:00.711	**Jerry Jolly** Rossignol/Ota/Hanson Lola T324 2:01.372
William Henderson Silver Fox Lola T320 2:01.660	**Bill Scott** BSR Royale RP18 2:01.706
Bob Lazier Lazier Lola T324 2:01.954	**Peter Moodie** Bunce Lola T324 2:02.214
Lou Gigliotti Budlong Team-3 Racing Lola 2:02.282	**Fred Phillips** Phillips Elden Mk14B 2:02.622
Bill Neuhoff BSR Royale RP19 2:02.712	**Al Holbert** Royale 2:02.746
Harry MacDonald BSR Royale RP19 2:03.447	**Francisco Romero** Opert Racing Tui Supernova BH5 2:03.613
John Kalagian Heppenstall Royale RP18 2:03.936	**Billy McConnell** Essex Chemical Tui BH5 2:03.952
Stuart Moore Brian Stewart Tui AM29 2:04.705	**Howard Kelly** Kelly Lola T322 2:04.859
Clint Dalton Dalton Roofing Co. Lola T252 2:05.113	**Rick Bell** Bell Racing Royale RP18A 2:05.331
Mark Felson LeMans Motors Lola T324 2:05.829	**John Barringer** BSR Royale RP19 2:05.909
Walter Wilkins Glassnerini Royale RP18A 2:06.387	**Domenick Billera** Lola T252 2:06.754
Peter Dodge Dodge Lola T252 2:06.827	**Larry Gordon** Seiko Special 2:07.073
Jack Rabold Rabold Lola T320 2:07.134	**Jim Grob** Grob Lola T320 2:07.569
Dick Ferguson J.B. Automotive Chemicals Tui 2:07.718	**Ed Mulford** Brian Stewart Tui BH4 2:07.750
Oscar Knotz Opert Racing Tui Supernova BH5 2:07.833	**Ken Cobb** Opert Racing Tui Supernova BH5 2:08.064
Joe Colantonio Royale RP18A 2:08.090	**Ed Wachs** Proto Lola 2:09.029
Chip Mead Lola T322 2:09.902	**Rick Cross** Royale RP14C 2:11.012
Robert Dugo Box Electric Royale RP18A 2:11.225	**David Keeman** Williams VW Lola T322 2:11.396
Kirk Stowers Southern Star Feed Royale RP19 2:11.684	**Jim George** Hermes Racing Lola T324. 2:11.693
John DeSeyn DeSeyn Lola T250 2:11.792	**Joseph Hill** Hill Tui BH5 2:11.834
Bruce Eshak Eshak Tui BH3 2:33.515	**Richard Turner** Turner Lola T322 2:43.482

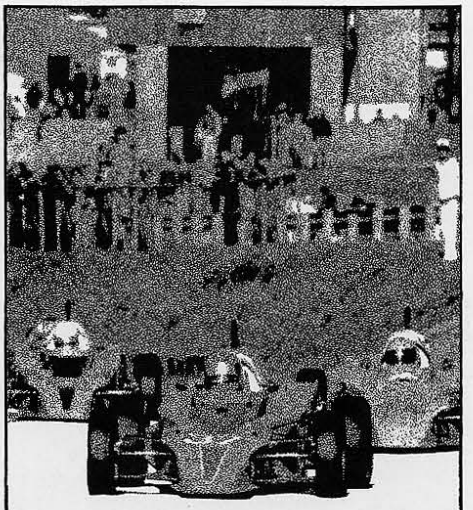
Maureen Fennelli Photo



Results

Robert Bosch Gold Cup
Watkins Glen, New York
October 4, 1975
15 Laps, 50.655 Miles

1. Tom Bagley, Kent Oil Zink, 30 min 09.0 sec, 100.81 mph average, $2500, 15 laps; **2. Eddie Miller,** Deutch/Maxwell/Haas Lola T324, $1500, 15 laps; **3. Bobby Rahal,** Montgomery VW BSR Royale RP19, $1000, 15 laps; **4. Howdy Holmes,** Wilbur Bunce/EZ Wider Lola T324, $800, 15 laps; **5. Bob Lazier,** Lazier Lola T324, $600, 15 laps; **6. K.K. Ross,** Opert Racing Tui Supernova BH5, $500, 15 laps; **7. Herm Johnson,** O-Zone Lola T324, $400, 15 laps; **8. Benny Scott,** Viceroy Lola T324, $350, 15 laps; **9. Bill Scott,** Bill Scott Racing Royale RP18, $300, 15 laps; **10. William Henderson,** Silver Fox Lola T320, $250, 15 laps; **11. Bill Neuhoff,** Bill Scott Racing Royale RP19, $200, 15 laps; **12. Howard Kelly,** Kelly Lola T322, $200, 15 laps; **13. Jerry Jolly,** Rossignol/Ota/Hanson Lola T324, $150, 15 laps; **14. Francisco Romero,** Opert Racing Tui Supernova BH5, $150, 15 laps; **15. John Barringer,** Bill Scott Racing Royale RP19, $100, 15 laps; **16. Billy McConnell,** Essex Chemical Tui BH5, $100, 15 laps; **17. Oscar Knotz,** Opert Racing Tui Supernova BH5, $100, 15 laps; **18. Rick Bell,** Bell Racing Royale RP18A, $100, 15 laps; **19. Jim Grob,** Grob Lola T320, $100, 14 laps; **20. Lou Gigliotti,** Budlong Team-3 Racing Lola T324, $100, 14 laps; **21. Ken Cobb,** Opert Racing Tui Supernova BH5, $100, 14 laps; **22. Kirk Stowers,** Southern Star Feed Royale RP19, $100, 14 laps; **23. Larry Gordon,** Seiko Special, $100, 14 laps; **24. Jim George,** Hermes Racing Lola T324, $100, 14 laps; **25. John DeSeyn,** DeSeyn Lola T250, $100, 14 laps; **26. Peter Dodge,** Dodge Lola T252, 14 laps; **27. David Keenan,** Williams VW Lola T322, 14 laps; **28. Walter Wilkins,** Glassnerini Royale RP18A, 13 laps; **29. Mark Felsen,** LeMans Motors Lola T324, 2 laps; **30. Joseph Hill,** Hill Tui Supernova BH5, 12 laps; **31. Peter Moodie,** Wilbur Bunce Racing Lola T324, 10 laps; **32. Clint Dalton,** Dalton Roofing Co. Lola T252, 8 laps; **33. Harry MacDonald,** Bill Scott Racing Royale RP19, 8 laps; **34. Ed Mulford,** Brian Stewart Tui BH4, 8 laps; **35. Fred Phillips,** Phillips Elden Mk14B, 7 laps; **36. John Kalagian,** Heppenstall Royale RP18, 7 laps; **37. Dick Ferguson,** J.B. Automotive Chemicals, 6 laps; **38. Richard Melville,** Heppenstall Lola, 5 laps; **39. Richard Turner,** Turner Lola T322, 5 laps; **Bill Alsup,** Zeitler Racing Lola T324, 4 laps; **41. Jack Rabold,** Rabold Lola T320, 3 laps; **42. Robert Dugo,** Box Electric Royale RP18A, 3 laps; **43. Bruce Eshak,** Eshak Tui BH3, 3 laps; **44. Stuart Moore,** Brian Stewart Tui AM29, 1 lap.

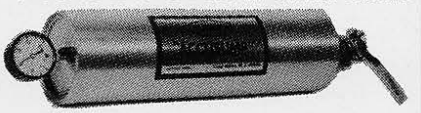


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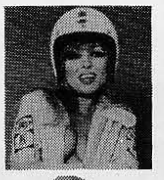
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This year's American Grand Prix was a race that Ferrari will long remember. It was their first success in the richest of the season's Grand Prix races, and it saw their seventh victory of the year thanks to Niki Lauda, but it was also a race that was won amid a storm of contention.

The argument was caused by their number two driver Clay Regazzoni who, after an early stop in the pits to change

Maureen Fennelli Photo



Naughty Regga.

a damaged nose section, rejoined the race and then proceeded to spoil one of the best battles for the lead we have seen all year. For the first 20 laps Lauda and the McLaren of Emerson Fittipaldi were fighting nose to tail, but when they came up to lap Regazzoni, the Swiss let Lauda through and then blatantly held up Fittipaldi for the next five laps.

Eric Drumwright Photo

Eventually his tactics were halted by the organizers who black flagged him for ignoring the blue flags, but by this time Lauda was well away to victory with a comfortable 15 second lead — courtesy of Clay.

Ferrari boss Luca Montezemola objected to the steward's action in not unclear terms. This ended in pushing and shoving in the pit road with Montezemola finally calling Clay in for good in protest.

Emerson could not make any impression on the smooth running Ferrari which drove on to a comfortable flag-to-flag victory, and he had to be content with the support of the crowd and the journalists, who awarded him the Prix Rouge et Blanc/Siffert Award for the best drive. He also won the overall award for the year.

Jochen Mass led home a great battle for third place which developed between himself, James Hunt's Hesketh, Ronnie Peterson (Lotus) and Jody Scheckter (Tyrrell): the four finishing almost nose to tail in that order.

A distant seventh and the last car on the same lap was Vittorio Brambilla, whose March was lucky to race at all after a massive practice crash which saw it start the race looking like a patchwork quilt.

What a season it has been for Niki and Ferrari.

entry & practice

So on to Watkins Glen, the fifteenth and final round of this year's Grand Prix calendar. The titles have already gone to Ferrari and Lauda; but, spurred on by the richest prize fund of the year, there was still just as much urgency about the Paddock as the 29 cars were unloaded for Friday's practice.

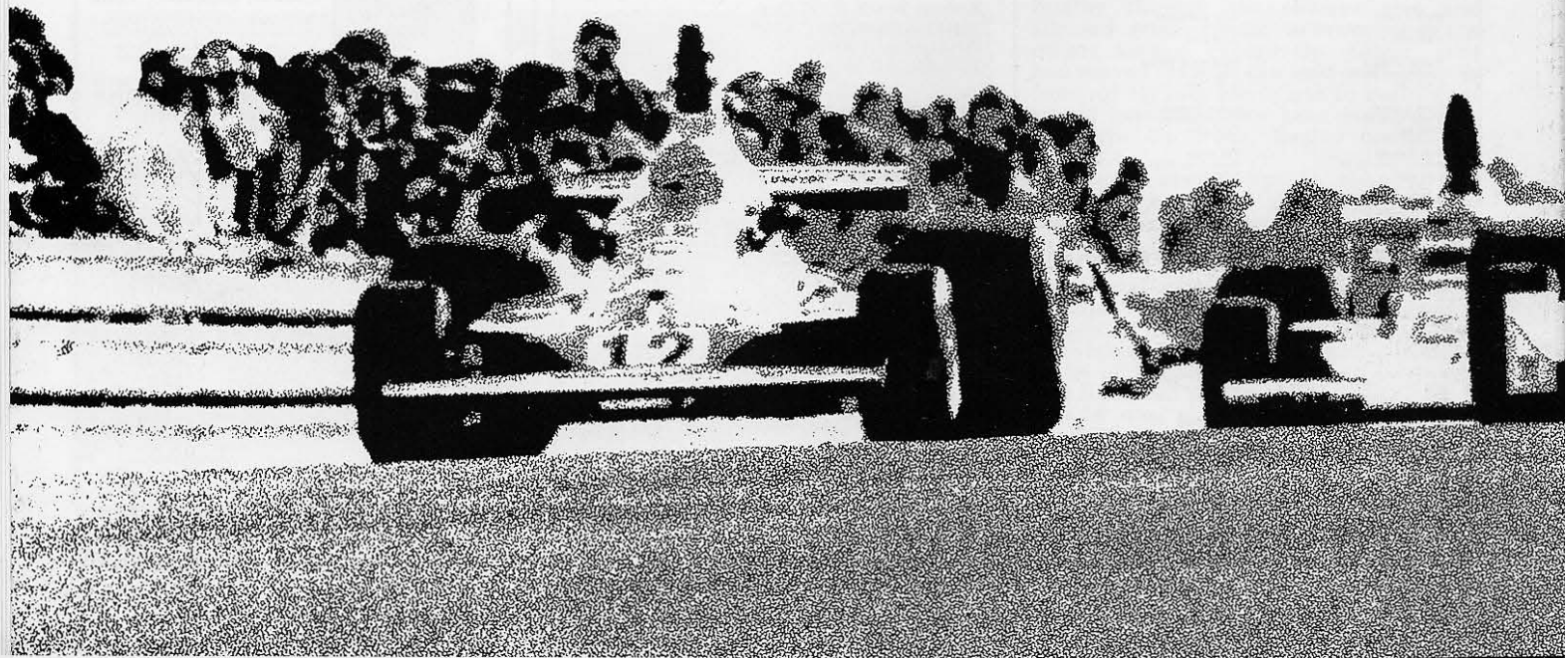
Bill Fox Photo

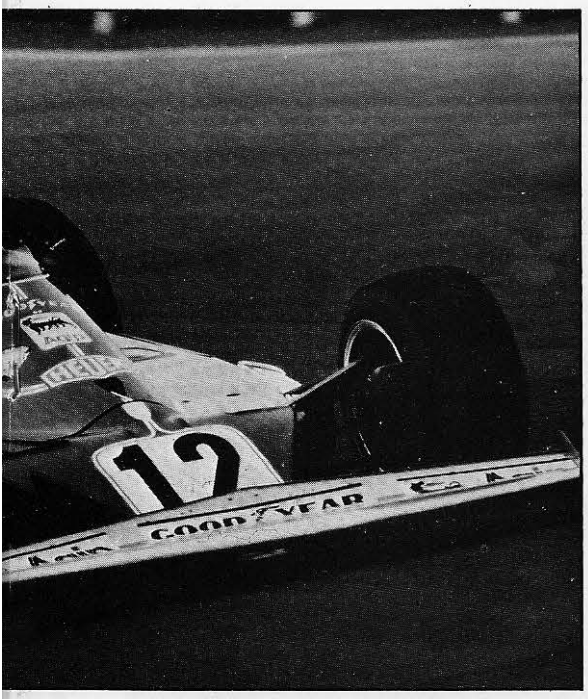


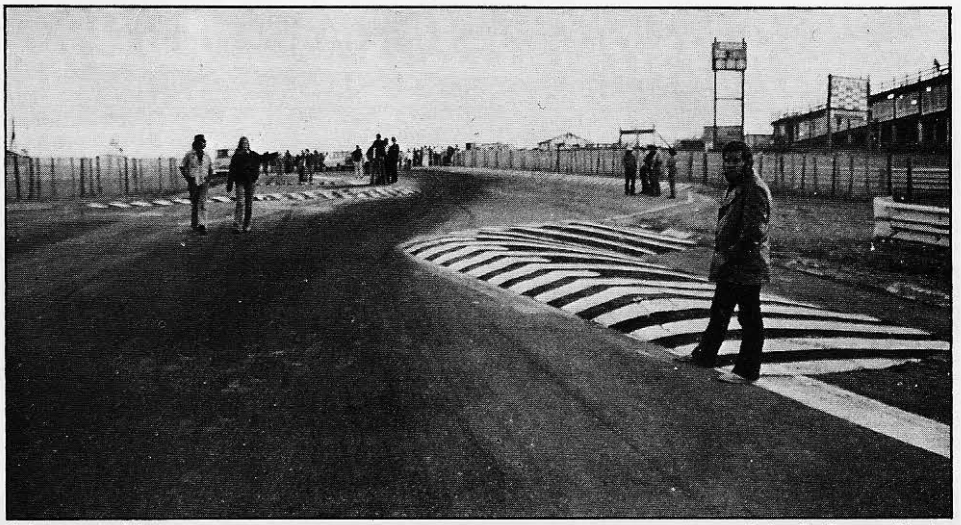
The circuit was wearing its familiar red and gold cloak of autumn, and the cold mornings were soon warmed by the sun which rose each day in a clear blue sky. For those still not warm enough, there was always the infamous "bog", a dip in the ground close to the last turn where the spectators ritually burn old cars — and some new ones too. Little had changed except, that is, for the circuit itself. The fast switch back section where Francois Cevert met his death and where many others have come close has now been defanged by the addition of a tight chicane on the approach, the way marked by high curbs.

UNITED STATE

By Jeff







The new chicane. John DeGarmo Photo

There were no frightening crashes like those of the past, but like the chicane at Monza it provided the majority of excitement during practice. This situation promised to continue during the race even though by the end of practice the drivers had deemed it necessary to run the first lap through this section under the yellow flag.

Lap times were generally a couple of seconds slower than in previous years, but it was the Ferraris in particular which benefited from the new chicane. Last year the Brabham of Carlos Reutemann and the Hesketh of James Hunt had taken the front row of the grid for the race; but this year they, like all the Ford-powered cars, were struggling.

Instead it was Niki Lauda who ended up sitting on his tenth pole position of the season, his familiar Ferrari 312T spear-heading the one remaining Ferrari ambition of their most successful season ever: a win in the American Grand Prix.

Lauda spent most of his time in his spare T car, checking out the finer points of aerodynamic advantages while saving his race car for the race. It was in the T car that he ended up quickest during both day's practice with a best time of 1:42.003, although right at the beginning it was "Monza Gorilla" Vittorio Brambilla driving the works Beta March who set the pace. Vittorio was quickest at the end of the first session, but when Lauda went even faster in the afternoon, it was more than his Italian temperament could cope with.

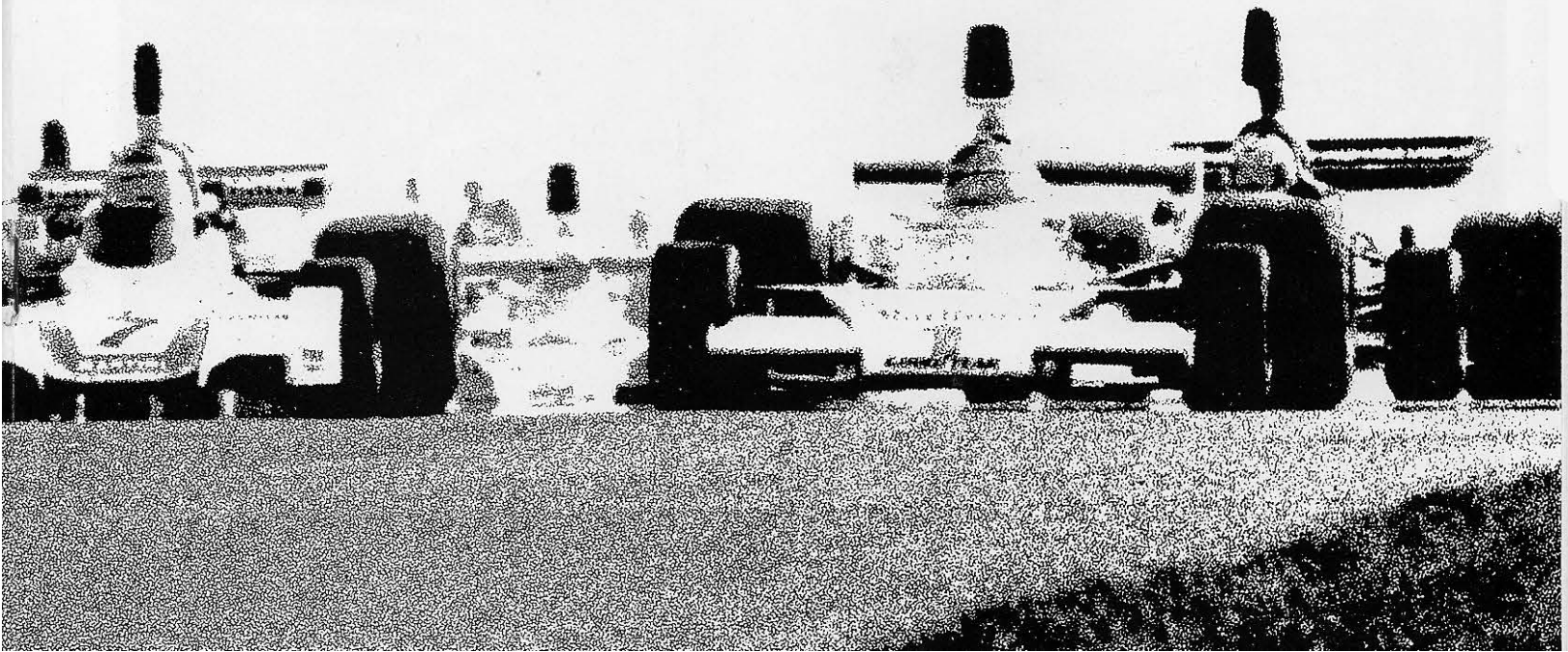
He went out and tried an impossibly fast lunge at the chicane, lost control halfway through and slid the March sideways up the curb which acted like a launching ramp. The car virtually jumped the entire track before slamming down into the catch fencing and barrier which were placed dangerously close to the exit. This was the first and most serious of many incidents that were to take place on this short stretch of track.

The suspension was ripped and rippled to such an extent that the car would normally have been declared a write off, but with no spare at this race it had to be repaired. The chassis was stripped and taken to a local aircraft works, but it was still looking very sorry for itself by the time it returned on race day, very patched and scarred. Meanwhile Brambilla had borrowed his teammate's car, the

continued ➤

S GRAND PRIX

utchinson



UNITED STATES GRAND PRIX
continued

Lavazza-backed March of Hans Stuck, for one Saturday session and had managed to keep that on the track.

However, it was finally the familiar McLaren M23 of Emerson Fittipaldi which claimed the outside of the front row beside the Ferrari. The Brazilian had to work very hard to get where he did (1:42.36), but his effort was underlined by the poor times of his teammate Jochen Mass, whose identically set up car was way back on the fifth row.

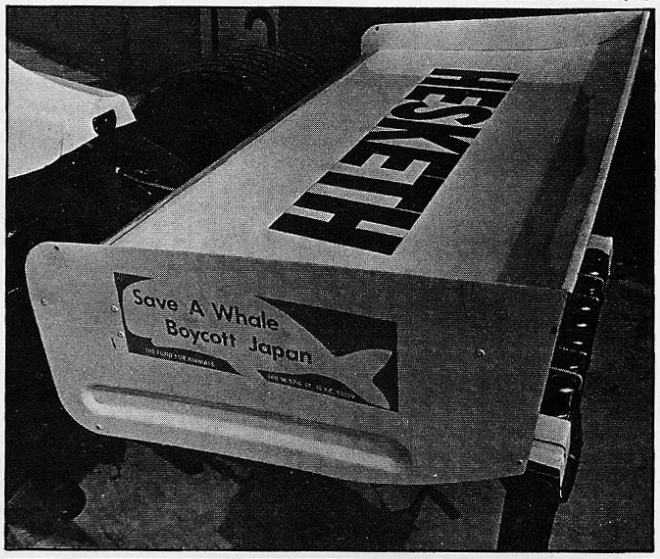
After a troubled two days of practice trying to gain those extra tenths, a last session gear change and suspension tweaks finally saw Carlos Reutemann's Brabham push its way up to the head of the second row, while Pace struggled to make the eighth row in the second Martini Brabham. "I don't know what's wrong," he said. "The handling is good, but I can't find the speed; maybe I am thinking too much about the hunting I am going to do when this year's all over."

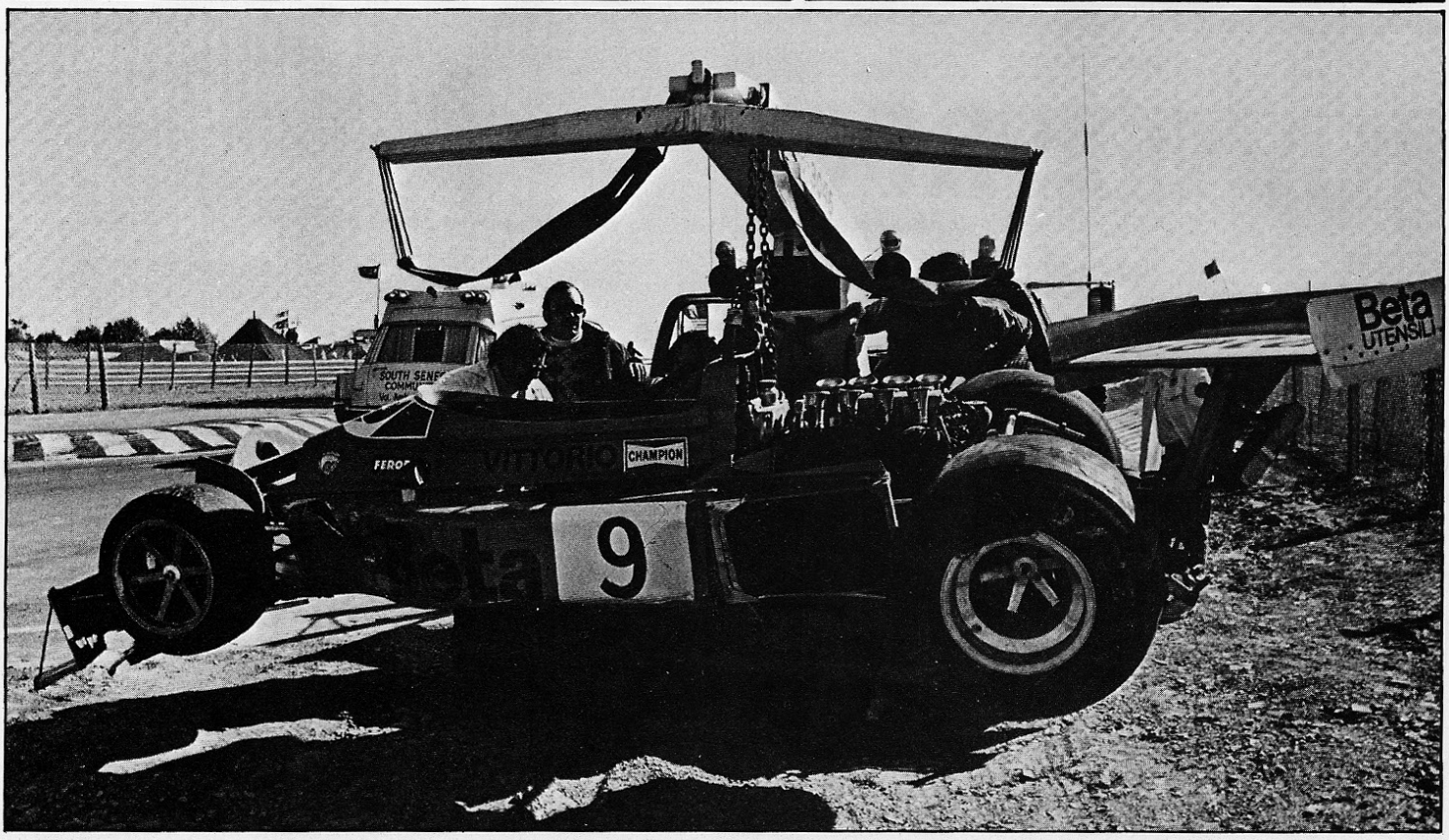
Sharing the second row of the grid was Frenchman Jean-Pierre Jarier, not in the Matra-powered Shadow DN7 but back in his regular Cosworth-powered DN5. He had tried the Matra-powered car the first day, but despite a new Matra built exhaust system, the car was still "super horrible" around the corners according to Jean-Pierre. "It's too heavy. The engine is good in a straight line, but all its advantage is being lost by getting out of the corners much slower than everyone else." When he switched to the Ford-powered car the second day, he immediately jumped up to third place on the time sheets with a 1:42.759, a time which he might not have lost to Reutemann had it not been for a broken gearbox soon after the start of the final session. It was probably the last time we will see the Shadow-Matra on the track.

Heading the third row at 1:42.822 was the Parnelli of Mario Andretti, who had the choice of his regular car or the second car which had been altered to coil spring rear suspension with different geometry instead of the normal torsion bar set-up.

Jeff Hutchinson Photos







(TOP LEFT) The new USAC style skirt which appeared on the Tyrrells. (TOP RIGHT) A contemporary message on the wing of Lunger's Hesketh. (BOTTOM) Vittorio Brambilla's battered March after a disagreement with the new chicane.

"Nobody seems to know how the torsion bar system works," explained team manager Jim Dilamarter. Mario stuck with the new suspension throughout practice, briefly changing to the T car after a halfshaft broke on Saturday morning. It was fixed in time for the final session, however, and Mario set his best time in the coil spring car designed by John Barnard. F5000 team manager Jim Chapman replaced Dick Scammell.

Brambilla was sharing the third row with Mario, and heading the next row was Pryce in the second Shadow DN5A, his practice relatively troublefree.

Depailler was the quickest of the three Tyrrell 007 drivers at this race, despite missing most of the first day's practice after a spin at the tight section just before the pits. The car went backwards into the barrier and needed extensive rear suspension and wing repairs, but judging by his Saturday times it did not seem to suffer from its overnight rebuild. All three Tyrrells were carrying a new "running board" air dam along the bottom edge of the monocoque.

Tyrrell's second car, driven by Jody Scheckter, sat right behind Depailler on the fifth row of the grid, which he was sharing with Mass. Jody, like several other of the usually quicker drivers, was complaining of variable handling caused, he thought, by the cool weather and the problems of getting the tyres up to a good working temperature.

Regazzoni could only get his car on to the sixth row of the grid, his last chance for a quick time being spoiled by a flying leap over the chicane curbs which damaged an oil radiator and forced him into the T car for the final session. His best time was a 1:43.246.

Sitting alongside Regazzoni was the new Penske of John Watson. The car had been entirely built by the Penske organization since Mark Donohue's crash and is strongly based on the March with only a few detail changes. John was very pleased with his new mount and was looking as impressive as ever once he got on the track after a suspension bracket broke early on.

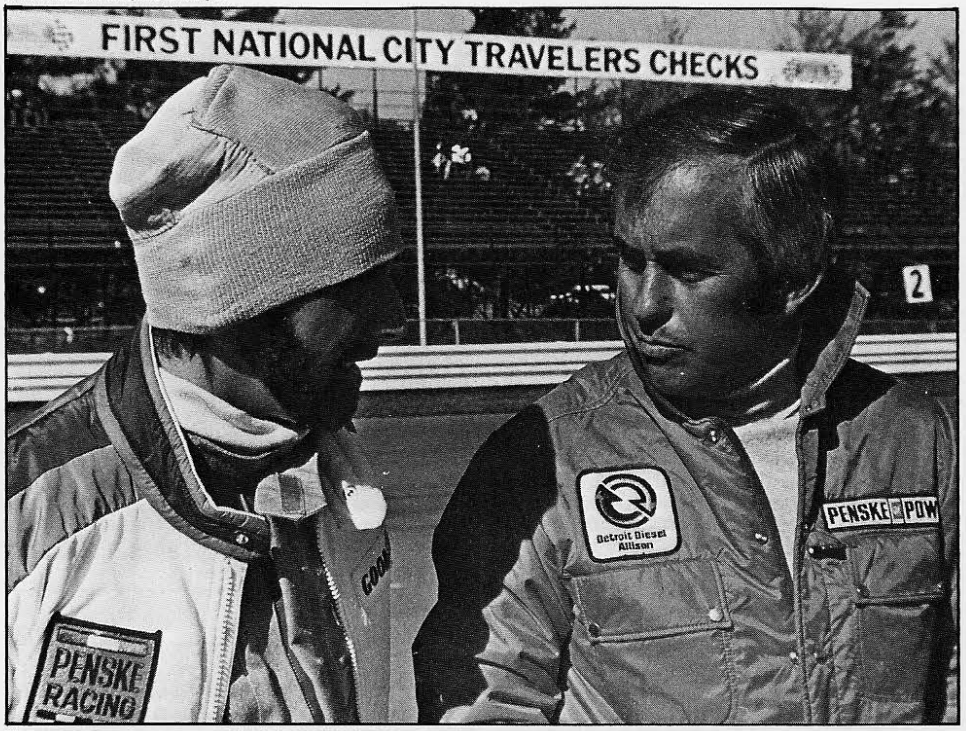
Stuck headed the seventh row in his March, his car set up like Brambilla's and running a slightly wider track than at the previous race. "If we had another hour of practice, I think I could have got the car much faster," said Stuck, who was slowly getting the handling to his liking.

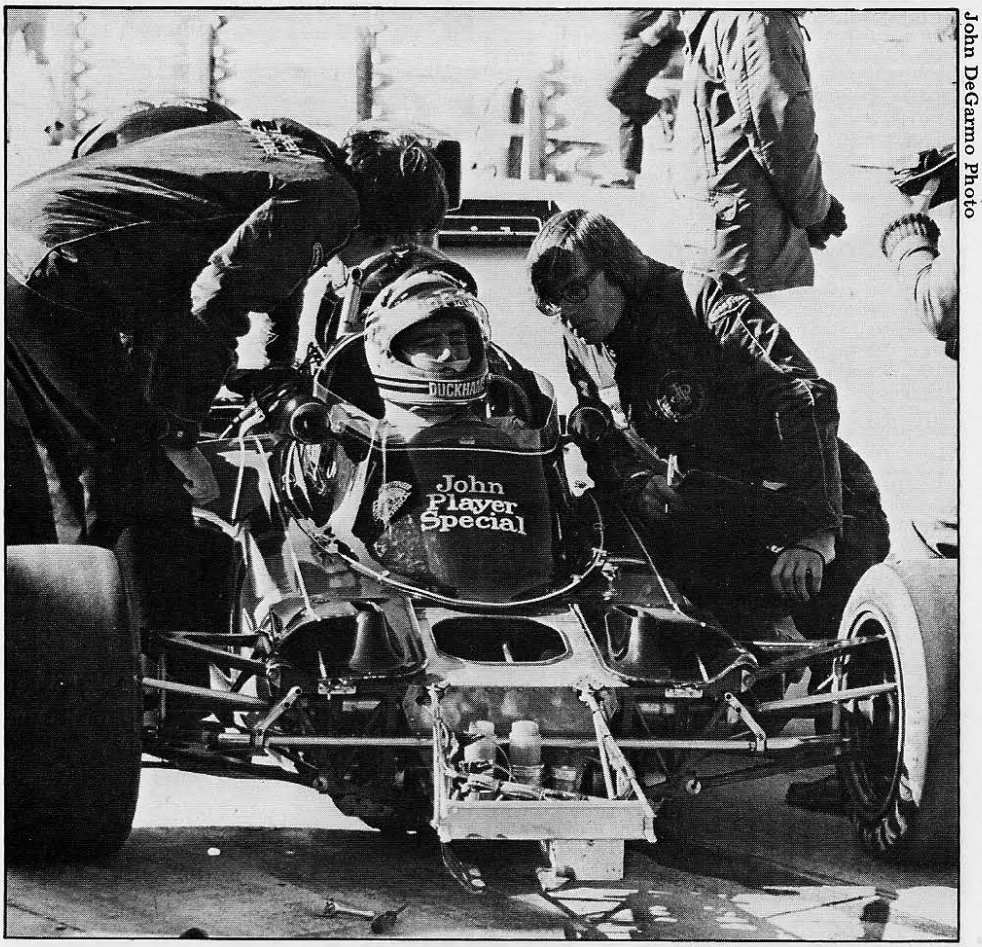
Beside Stuck sat Ronnie Peterson, who was happy with the way his old "regular" Lotus 72 was handling, and the Swede was really throwing the car around. He threw it a bit too far during the final session and he was another who took to the air at the chicane, the front pedal box of the Lotus getting badly rippled as a result. Whether or not this would affect the car's race performance remained to be seen.

His teammate for this race was Brian Henton, who also jumped the chicane on the second day, but fortunately without any apparent damage. His car was the longer wheelbased version which had now reverted back to torsion bar front suspension, and as a result the battery and fire extinguisher were moved back to the rear of the car.

James Hunt was looking very worried with his eighth row time. "The car is handling well and the top speed is good, but we just don't seem to be able to get the times," said James, who tried the older type Hesketh 308B the first day but elected to stay with the new car for the rest of the weekend. Hunt was the last man in the 43s.

Jeff Hutchinson Photo





John DeGarmo Photo

(TOP) Roger Penske and his new driver John Watson. (BOTTOM) Brian Henton drove the second John Player Special.

Pace shared the eighth row with Hunt, while back on the ninth row was the Hill of Tony Brise; he was another driver having difficulty dialing his car into this track.

Brett Lunger finally got somewhere with his Hesketh 308B by the end of practice and worked his way up to the ninth row beside Brise with a 1:45.236 until he also did things all wrong at the chicane. Like Brambilla he ended up in the catch fencing which put a big dent in the side of the chassis and took off a radiator, although the car was repairable for the race.

continued ►

UNITED STATES GRAND PRIX

continued

Henton came next, while Grand Prix newcomer Michel Leclere was taking things very easy with his new-found power and drove a steady practice to share the tenth row with Henton.

Jacques Laffite was having yet another troubled practice in his usual Williams. His first problem was his own fault when he spun off and creased the front of the monocoque which took the rest of Friday to repair. Saturday saw him start to go better, but then a fuel pressure problem delayed his practice again; so he was down on the eleventh row.

Sharing the last row were the Copersucar of Wilson Fittipaldi and the second Williams of Lella Lombardi. Lella's contract had come to an end with March; so she was filling in with Frank, and there was the possibility of a regular drive for next year. Her best lap was a 1:49.734. This put her last on the grid and more than seven seconds off the pole.

Fittipaldi had a nasty moment when a wheel came off on the main straight, although fortunately the car slid to a stop in a straight line, and other than minor suspension damage there was no problem.

Chris Amon's racing jinx seems to still be with him, even off the track. After the Long Beach F5000 race a car in which he was travelling was rammed by a stolen car being chased by the police, and poor Chris ended up with a couple of broken toes. As a result, his place in the Ensign was taken by Roelof Wunderink who managed a creditable 11th row place despite the fact that he had to be completely re-fitted to the car after the first day. The Ensign men were very happy with the way their car was running, particularly with its straight line speed which had been helped by a new rear wing and other minor aerodynamic tweaks. "With Chrissy I think we could have been well up there," said Mo Nunn.

race

Because the pre-race practice was not held until just two hours before the race was due to start, the normally trouble free session saw a lot of the teams with big problems. Lella Lombardi's engine went sick and so did Michel Leclere's, but there was no time to think about changing engines in the short time available. Carlos Pace's Brabham was overheating; so he elected to start the team's T car while John Watson was also in trouble with the new Penske. It refused to run cleanly, and all the team could do was change all the electrics and hope.

On the warmup lap Lella's engine blew, while the luckless Williams team had Jacques Laffite stop at the pits with dirt in his eyes. He asked his girlfriend for his eyedrops, and she mistakenly gave him a bottle of visor cleaning solvent. He was almost blinded and had to be rushed to the medical center; so Lella tried to jump into the car at the last moment to find that it would then not start.

Watson's car was still misfiring on the warmup lap; therefore the team put him in the old type Penske PC1, which he had not practiced, thus he had to start from the back of the grid.

Already the drama had started, and the flag had not even dropped! When it did, it was Lauda who jumped into the lead from Fittipaldi, Jarier, Brambilla (whose car had proved admirably repaired in the pre-race warmup) Reutemann, Andretti, Hunt, Mass, Depailler, Peterson, Regazzoni and Pace.

All the cars got safely through the chicane thanks to the yellow flag, and it was on the second lap when the real racing started. It was also the second lap which saw Pace and Depailler out of the hunt when Pace tried to outbrake Depailler and the two cars came together. Both retired on the spot with bent suspension.

At the end of the third lap, Lauda and Fittipaldi were still locked together for the lead, while Jarier was already beginning to lag slightly. Brambilla fell away in fourth place and held up a great bunch of cars behind him including Reutemann, Mass, Andretti, Hunt, Peterson, Regazzoni and Scheckter.

Surprisingly, despite the fact that everybody had gathered there expecting to see all the action, there were no incidents at the chicane during these hectic first laps. Instead it was turn one which provided the excitement. On lap five Henton spun his Lotus and collected the Hill of Brise which lost its left rear wheel on impact. Brise was out immediately, but Henton limped back to the pits with a broken suspension. This took the Lotus mechanics six laps to fix and effectively put him out of the race.

Retirements were coming thick and fast. Lap nine, which by this time had seen Reutemann and Andretti move ahead of Brambilla to battle for fourth place, also saw them both out of the race. Reutemann rolled to a stop with a blown engine, while Andretti had a suspension bracket break and stopped at the pits to retire.

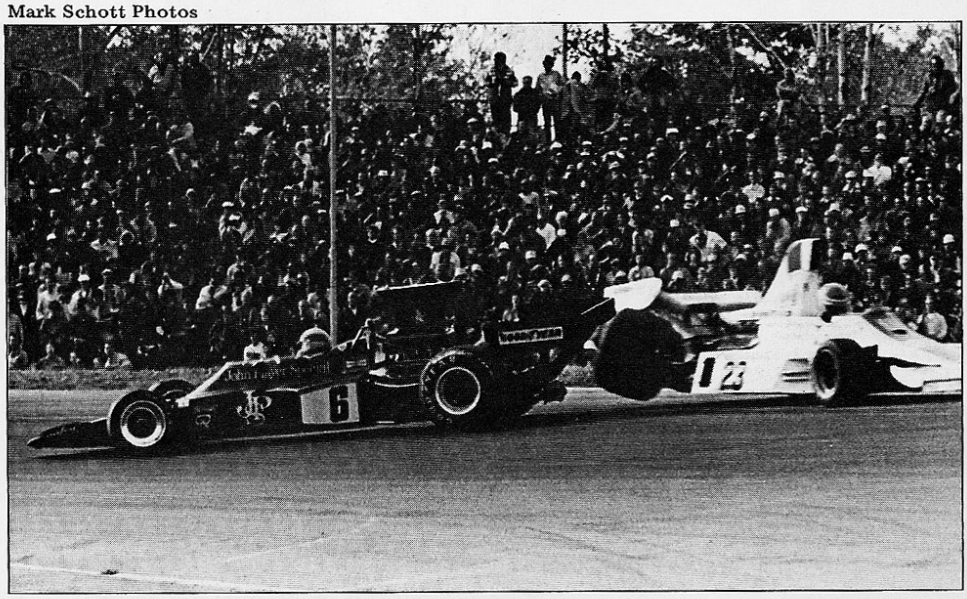
Lap ten saw Lauda and Fittipaldi still nose to tail but by now well clear of Jarier in third place. Hunt was up to fourth, having gotten ahead of Brambilla, but stuck behind the March were Mass, Peterson and Scheckter all nose to tail.

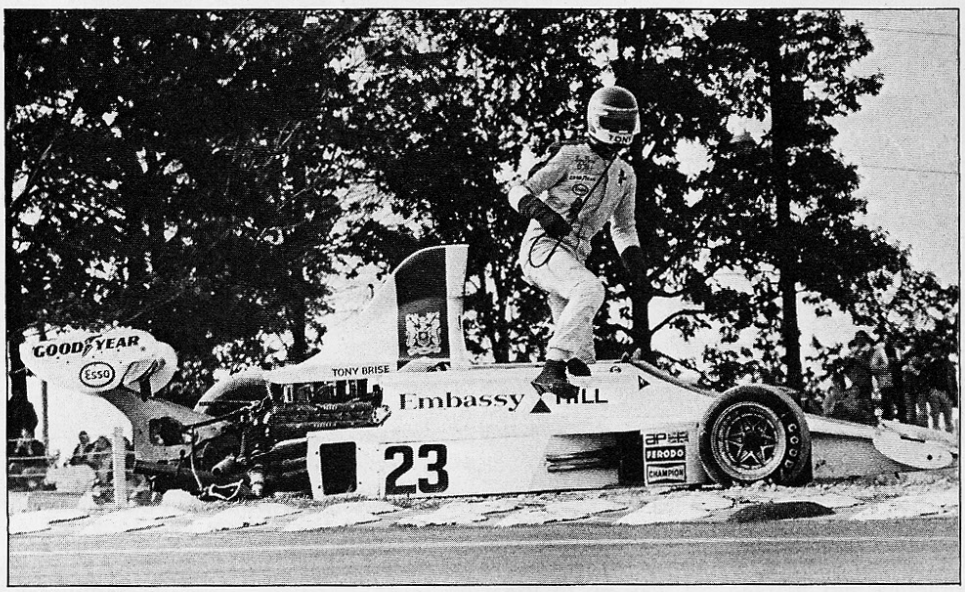
Regazzoni had fallen behind after a stop to change the nose section on lap five (he had tried to shove in front of Mass). Leclere had also pulled out, his engine finally giving up for good. Pryce was also in trouble and made the first of several stops to try and cure a misfiring engine which turned out to be nothing but a loose wire in the distributor cap. It was going to be one of those races.

It took until lap 17 before all the cars battling with Brambilla finally got by, and by this time the lead battle had

The Brian Henton/Tony Brise incident on lap five.

Mark Schott Photos







Fittipaldi: a victim of "teamwork". Bill Fox Photo

pulled out around ten seconds over Jarier, who was still managing to hold onto the five second gap he had pulled out over Hunt in the opening laps.

Mass, Peterson and Scheckter were all towing each other up to the Hesketh; however, it would not be long before the fourth, fifth, sixth and seventh placed cars were all tight together.

Suddenly this battle was for third place when on lap 19 Jarier pulled into the pits with a failing wheel bearing. This almost went unnoticed since everyone's attention turned to Regazzoni who, almost two laps behind, was about to be lapped by the lead battle.

When he saw Lauda closing behind, he quickly moved over and let him through, but before Fittipaldi could follow, he had shut the door again. The door stayed firmly shut the next time around. And the next time, and the next time until after five laps of ignored blue flags the organizers decided that it was time to give Regazzoni the black flag.

By this time the thrilling lead battle had been ruined. By driving slowly through the chicane where a fast-waving Emerson could not pass, Regazzoni had allowed Lauda to pull out a fifteen second lead. He had done his job well, as the Ferrari pit showed in their applause as he came in when he was black flagged. The rest of 110,000 spectators did not share the Italian's view, one even throwing a punch according to some sources.

This is when the shoving match developed between Ferrari team manager Luca Montezemola and the race organizers, while by this time Regazzoni had rejoined the race after his warning. As a protest, Montezemola then recalled the Swiss to the pits, and so that was yet another car out of the race, albeit a popular retirement amongst the crowd.

By this time the pattern for the race had been set. Lauda was now holding his comfortable lead over Emerson, which try as he might he could not reduce by any worthwhile amount. Hunt, Mass, Peterson and Scheckter were all still locked in a terrific battle for third place. Still slipping slowly back into the clutches of teammate Stuck was Brambilla, a distant seventh. The only other car still on the same lap by this time was the Hesketh of Brett Lunger. A lap down Wunderink was running in a steady tenth place at this stage while Wilson Fittipaldi was even further back in eleventh, the only other car still racing that had not made a pit stop.

It was the battle for third which held the crowd's attention as the race drew to a close, even with Niki easing off to take the flag only five seconds clear of Fittipaldi.

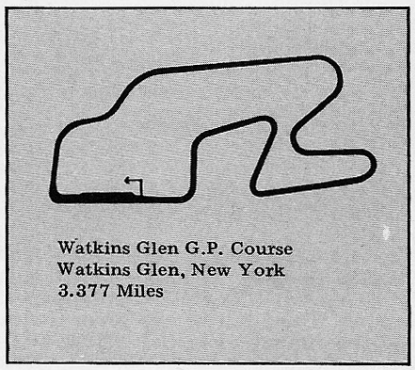
Third eventually went to Mass, who had seen his chance to take Hunt on lap 38 when the Hesketh slowed slightly as James missed a gear change.

Once ahead Mass was determined not to give up his position and despite return pressure from Hunt and fading brakes in the last two laps he was there right to the end. And so were the others. Peterson had also managed to get by Hunt with nine laps left to run, but then a mistake coming out of the chicane on the very last lap gave Hunt that extra momentum onto the straight in which to tow by.

Peterson ended up fifth after all, while right behind Scheckter came in sixth, almost spinning on the last lap in a bid to close those vital few yards between himself and the black and gold Lotus.

Brambilla eventually finished a distant seventh and his was the last car still on the same lap as the leaders. He had slowly been hauled in and passed by his teammate Stuck, but with just one lap to go Stuck's luck ran out when he got a puncture and he limped back to the pits to take eighth place a lap behind the leaders.

John Watson took a worthy ninth a further lap down, his unfamiliar Penske PC1 oversteering badly and causing him to stop for two fresh tyres before the end of the race. However, it was really a good effort. A slow Wilson Fittipaldi finished a total of four laps behind, while Pryce was the only other runner at the end a total of seven laps back. Wunderink had dropped out with a seized gearbox after his gearbox oil cooler had split for the third time during the weekend, while Lunger missed a gear at the chicane on lap 46 and ended up in the fencing for the second time in one weekend. ■



Watkins Glen G.P. Course
Watkins Glen, New York
3.377 Miles

U.S. GRAND PRIX GRID

Niki Lauda Ferrari 312T-023 1:42.003		Emerson Fittipaldi McLaren M23-10 1:42.36
	Carlos Reutemann Brabham BT44B-1 1:42.685	Jean-Pierre Jarier Shadow DN5A-4 1:42.759
Mario Andretti Parnelli VPJ1-2 1:42.822		Vittorio Brambilla March 751-3 1:42.846
	Tom Pryce Shadow DN5A-1 1:42.96	Patrick Depaille. Tyrrell 007-4 1:43.032
Jochen Mass McLaren M23-6 1:43.1		Jody Scheckter Tyrrell 007-6(3) 1:43.127
	Clay Regazzoni Ferrari 312T-025 1:43.246	John Watson* Penske PC3-01 1:43.310
Hans Stuck March 751-4 1:43.417		Ronnie Peterson Lotus 72E-9 1:43.570
	James Hunt Hesketh 308C-1 1:43.82	Carlos Pace Brabham BT44B-3 1:44.054
Tony Brise Hill GH4 1:44.064		Brett Lunger Hesketh 308B-3 1:45.236
	Brian Henton Lotus 72E-5 1:45.24	Michel Leclere Tyrrell 007-5 1:46.023
Jacques Laffite** Williams FW4 1:46.032		Roelof Wunderink Ensign N175 MNO 1:47.224
	Wilson Fittipaldi Copersucar FD-03 1:48.226	Lella Lombardi** Williams FW2 1:49.734

* Started from the back of the grid in Penske PC1
** Did not start



Jeff Hutchinson Photo

Results

Grand Prix of the United States
Watkins Glen, New York
October 5, 1975
59 Laps, 199.243 Miles

1. Niki Lauda, Ferrari 312T, 1 hr 42 min 58.175 sec, 116.1 mph
2. Emerson Fittipaldi, McLaren M23, 1 hr 43 min 03.119 sec
3. Jochen Mass, McLaren M23, 59 laps
4. James Hunt, Hesketh 308C, 59 laps
5. Ronnie Peterson, Lotus 72E, 59 laps
6. Jody Scheckter, Tyrrell 007, 59 laps
7. Vittorio Brambilla, March 751, 59 laps
8. Hans Stuck, March 751, 58 laps
9. John Watson, Penske PC1, 57 laps
10. Wilson Fittipaldi, Copersucar-Fittipaldi, 55 laps
11. Tom Pryce, Shadow DN5A, 52 laps
12. Brian Henton, Lotus 72, 49 laps

Retirements:

Brett Lunger (Hesketh 308B) accident lap 46; Roelof Wunderink (Ensign N175) gearbox lap 41; Clay Regazzoni (Ferrari 312T) withdrawn from the race lap 28; Jean-Pierre Jarier (Shadow DN5) wheel bearing lap 19; Carlos Reutemann (Brabham BT44B engine lap 9; Mario Andretti (Parnelli) rear suspension failure lap 9; Tony Brise (Embassy-Hill GH1) accident lap 5; Michel Leclere (Tyrrell 007) engine lap 5; Patrick Depailler (Tyrrell 007) accident lap 2; Carlos Pace (Brabham BT44B) accident lap 2; Jacques Laffite (Williams FW4) acid in eyes DNS; Lella Lombardi (Williams FW2) engine DNS.

Fastest Lap:

Emerson Fittipaldi, McLaren M23, 1:43.374, 117.18 mph

Laguna Seca

The Fastest Team In F/5000 Starts Winning Again

By Gordon Kirby

Ever since the early days of May when practice began for the first F5000 race of the year, the Vel's Parnelli team had displayed the potential to dominate the USAC/SCCA Championship. But it wasn't until Laguna Seca with the season coming to an end (the Championship won again by Brian Redman and the Haas/Hall team) that the pair of VPJ Viceroy/Hilton Lolas driven by Mario Andretti and Al Unser managed finally to turn that potential into reality. As if to make amends for the failures that had gone before, Andretti and Unser took hold of Laguna in clear style. Starting side by side from the front row they soon broke away on their own with Andretti leading and Unser chasing all the way to the flag. At the finish there were barely two seconds between them.

Well behind, Brian Redman fought off Tony Brise for third, but this time neither man was able to offer a real challenge to Andretti or Unser. Further back there were more good battles, and with only two of the top fifteen starters failing to finish most of these dices lasted until the final laps of the race. Laguna was most certainly the best race of the season and, as a sequel to the success of Long Beach, it was nothing less than perfect.

entry & practice

Since they sprang up more than a decade and a half ago, the October pro races in California have always produced the best fields and the best racing of the American season. Even in the worst days of the CanAm, Laguna Seca and Riverside were able to muster something more than the average. This year, with the F5000 series again rebounding after a mid-summer slump and the energy of Long Beach bleeding into the following two races, the entry for Laguna, the first of the traditional season-closing events, was excellent.

Forty cars arrived for practice with only Jody Scheckter, Tom Pryce and Chris Amon missing from the stellar Long Beach field. While Scheckter and Pryce had never intended to do Laguna, Amon had. But the New Zealander's incredibly bad luck struck again; so instead of racing in California he was in a hospital in England. Driving back with Jack McCormack to the latter's shop the day after Long Beach, Amon's car was hit from behind by a speeder fleeing from a California Highway Patrol car. The car carrying Amon and McCormack flipped at least a couple of times, and although everyone escaped without serious injury, Chris got his foot jammed against something. Most of his toes were broken, and two of them were almost torn off. Certainly enough damage to keep him out of a racing car for some time.

Practice, consisting of five sessions over two days, was split as it was at Long Beach into two sections, one for faster and one for slower cars. Although this certainly gave more of an opportunity for finding a comparatively clear track, it also severely limited experimentation since the original sessions were also cut in half and were only 30 minutes long.

Despite this Mario Andretti was soon well into his stride, and even though morning rain on Friday left the track surface dirty and 'loose', he was soon lapping almost as quickly as last year, ending the day two seconds faster than all save Redman and Unser. On Saturday Mario improved by half a second to 57.774 to take his seventh pole position of the F5000 season. He spent most of his time with his regular Viceroy/Hilton Lola-Falconer T332, but he also did some laps in the spare car which was fitted with somewhat drastically modified rear suspension (lowered roll center achieved moving the top and bottom links very close to parallel). "That car's really good!" he said confidently. "If I'da had any clear laps with it, I coulda got down to low 57s today."

Benefiting from his first taste of a road course on which he had recent experience Al Unser was barely half a second slower than his teammate, returning a best of 58.279 to give VPJ their first qualifying one-two since the season-opener at Pocono. Third fastest was Brian Redman and the Boraxo Haas/Hall T332 (58.944 but in marked contrast to the Viceroy team, the Haas/Hall outfit were "in the shit". Right at the end of Friday's practice Redman had gone off on the exit of a fast lefthander due, he said, to his own error, and the Lola had struck the guardrail heavily. Brian climbed out unhurt, but the car was left with most of it s right side suspension torn off, the chassis tweaked slightly and the steering and gearbox damaged. For a while the Haas/Hall team considered running their T400, sitting unprepared in the trailer, but then they decided to rebuild the T332 which meant that Redman missed all of Saturday's practice.

There was a surprise in fourth fastest place in the shape of Graham McRae. Following on his fine Long Beach form, the former F5000 Champion pushed his Eddie Lewis T332 hard, finally getting down to 59.214. In so doing McRae managed to lap faster even than the Man of the Moment, Tony Brise. The young Englishman ran into difficulties at Laguna. He wasted the first practice day trying to trace an uncurable understeer problem in the Theodore Racing T332 which turned out to be the result of a rear upright bearing beginning to fail and therefore allowing the wheel to assume its own slip angles. With the problem sorted out Brise was much faster on Saturday (59.354) although he was thinking hard about the differences in aerodynamics and gearbox between his car and the VPJ and Haas/Hall Lolas.

Back in his regular Hogan Racing T332 after Jody Scheckter had driven it at Long Beach, David Hobbs put in one of his better qualifying efforts of the season with a 59.556. Just behind Hobbs came yet another T332, this a 'kitted' T400 being driven exceptionally well on this occasion by John Morton. Showing consistent speed throughout practice, Morton ended Saturday at 59.854 his best effort of the year.

Two more cars managed to break the one minute mark. The quicker of these was Warwick Brown (59.879) displaying his familiar sideways style with the single Norris Talon MR1A. Less than a tenth slower was Eppie Wietzes (59.940) who found his Formula Racing Lola T400/332 Special not adapting well to Laguna. A group of nine cars followed Brown and Wietzes; all were covered by half a second. Elliott Forbes-Robinson and Jon Woodner headed this lot, both recording identical times of 60.248. EFR said the addition of a Wiseman locker seemed to be helping him and the Mir/Knievel T332 while Woodner was happy enough with his Talon after his mechanics had worked flat out to repair the car in the wake of Jon's Long Beach shunt.

Twelfth fastest and naturally rather miserable about it was Jackie Oliver and the single UOP Shadow-Dodge DN6 (60.265). Oliver struggled through practice with a new, untested radiator configuration fitted to the Shadow (the radiators were mounted forward, directly behind the front wheels). Although he thought the set-up had potential, Oliver was unable to balance the car in the time available, and the team changed the Shadow back to its normal disposition on Saturday night.

Thirteenth fastest, just as he was at both Atlanta and Long Beach, was Gordon Johncock in the Sinmast T332 (60.415). He was followed by John Gunn's Racing Consultants T332 (60.689) and Vern Schuppan's Jorgensen Eagle (60.714). Gunn was happy enough with his situation, but Schuppan was confused, reporting that he could get the Eagle to handle properly in some corners some of the time but never all corners all of the time.

There was promise in sixteenth place in the form of Bob Earl, the 1973 SCCA Formula Ford Champion making his third F5000 appearance in the TP Racing Lola T330. On Friday Earl had been an impressive ninth fastest, but Saturday brought a variety of problems including some mistakes in setting up the car's wings so that he improved only minimally to 60.745. Nevertheless it was still a



Mario leads during the opening laps of the final. Don Larsen Photo

good performance, and Earl said that for the first time he was feeling at home in the Lola. Barely slower than the FF graduate was Danny Ongais who worked his Interscope/Bell Electric Lola T332 down to 60.746. John Cannon qualified Jon Lane's March 73A/751 eighteenth (61.113) and complained of not being able to find the right balance while Benny Scott showed good speed in the Black American Racers/Viceroy Lola T332 and followed Cannon with a best of 61.188. Gus Hutchison completed the top twenty, driving Chris Oates' Lola T330 in his first F5000 appearance of the year (61.432).

Also breaking the 62 second mark were Randy Lewis (Wrangler Lola T332) and Evan Noyes (Lola T332). Four cars occupied the next second with Steve Durst the fastest of these in his second appearance with his Talon MR1A. Tuck Thomas followed in his familiar Lola T332 while Bill Baker put in one of his better efforts of the year to qualify his T332 twenty-fifth. Doctor John Korn's Lola T330 also lapped under 63 seconds.

Veteran Bob Nagel came next with his T332 while Argentinian Luis de Palma, making his first American F5000 appearance in Oreste Berta's neat design, qualified twenty-eighth. Completing the fastest 30 were John Benton's FORMULA Lola T330/2 and David Briggs' T332. George Follmer managed only a few laps before crashing the Lance badly enough for it to be unrepairable for the race. Of the 39 cars which prepared themselves for Sunday's two qualifying heats, 28 were Lolas of varying vintage.

The morning warm-up prior to the heats gave Redman a chance to test the rebuilt Haas/Hall Lola which the mechanics had labored over for 24 full working hours. Brian was allowed to go out in both of the two half-hour sessions, and after they were over, he climbed out to report, "It's better than it should be"; then after a thoughtful pause, "I think it's almost as good as it was!" In much the same mood as Redman was Jackie Oliver who practiced the Shadow in its conventional trim and lapped faster than he had managed throughout the two days of practice.

heats

The first of the 27 lap qualifying races had barely started when it was brought to a stop with a red flag. As the field, led by Andretti, Redman and Brise, sprinted down into the first turn, the midfield knot suddenly began bouncing into each other and the guardrail. Within seconds five cars were left stationary and broken along the road with one of them, Bill Baker's Lola, resting on its back after rolling over at least twice. It seems that the accident had been triggered by Benny Scott who lost control while trying to hold the inside line over the brow of the hill just beyond the start and down to the first turn. Scott's and Baker's Lolas were badly damaged as was John Benton's while Randy Lewis and Bob Earl also climbed from bent machines. Benton's car came off worst and was pronounced a write-off for the weekend while Lewis was able to rebuild his and start the final from the back of the grid.

Almost a full hour later the heat was restarted with only eleven cars coming to the line. Again Andretti jumped off into the lead chased by Redman and Brise. Mario pulled away from the Englishmen easily, sometimes by as much as a second a lap, and eventually won by fourteen seconds. Brise pursued Redman hard all the way to the end, but he was never able to get close enough to make a serious passing attempt and finished third only a car length behind the Champion. The later was very happy with the Chaparral

continued ➤

Laguna Seca
continued

Lola saying that it was as good as ever. "It's just short of track time, that's all," Brian added incredulously.

John Morton, Eppie Wietzes and Jon Woodner ran around nose to tail for much of this heat with Morton driving well to control fourth place from flag to flag. Wietzes finished only a few car lengths behind while Woodner finally faded away although without losing his place when a shock absorber collapsed. Danny Ongais kept his Interscope teammate in sight for most of the race before spinning near the end. Despite this he hung on for seventh.

Much as Andretti won the first heat, teammate Al Unser took command of the second qualifier. Immediately breaking free of those behind and driving flawlessly, Al came home the winner by seventeen seconds in a race that was slower by only five seconds than Mario's. From the outside of the front row Graham McRae consolidated second place despite strange handling which resulted from wheels of different widths being fitted at the rear. David Hobbs shadowed McRae throughout the race, the gap between the two being determined more by their respective fortunes with backmarkers than anything else. Initially Hobbs came under heavy pressure from Warwick Brown, but the Australian had a moment at the Corkscrew and flat-spotted his Talon's tires. Nevertheless he was able to hold fourth place to the end.

Into fifth came Jackie Oliver who found his hastily set-up Shadow to be understeering quite noticeably. He followed Elliott Forbes-Robinson for some time until the Mir/Knievel man made a small mistake and allowed the Shadow to get by although EFR remained in hard pursuit of the black car to the finish. Not far behind these two Vern Schuppan brought the Eagle into seventh place, unable to catch the others after losing contact because of a first lap shunt involving Hutchison and Gunn.

final

It was a proud moment for the Vel's Parnelli team as Andretti and Unser fired up their Falconer engines and rolled off side by side for the first time on the front row of a Formula 5000 race. Down the hill towards the pits as the completion of their second pace lap, Mario and Al paced the 28-car field in perfect order.

Away from the last turn and beneath the starter the two red and white machines accelerated, and for at least a couple of hundred yards they remained that way. But then Unser, on the outside, found himself beginning to lose ground. As soon as his nose faded to Andretti's tail, he snapped his Lola to the left and filled the gap before anyone else might have a chance or a thought of doing so. Behind them the field narrowed into a long, reluctant line, bellowing away beneath the bridge and out of sight toward the Corkscrew.

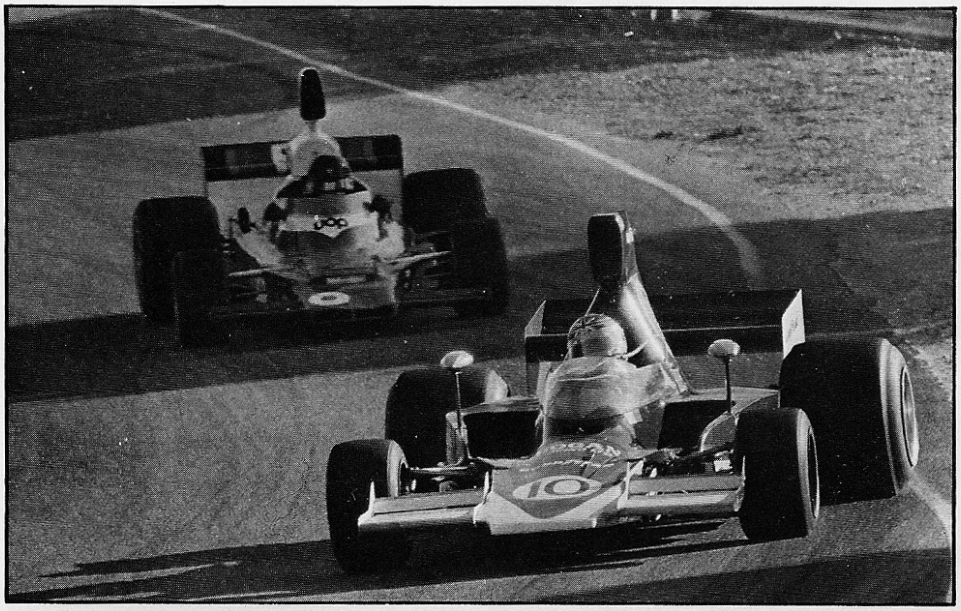
Just as the tailenders disappeared, Andretti reappeared on the descent from the Corkscrew, and already had pinched clear of his teammate and the leading trail of a dozen cars. The gap was as much as a full second by the time he slashed away from the last turn and shot past the pits into his second lap. Behind him Unser, Redman and Brise were locked together in chase of Andretti, but within a couple of laps Al had broken free of the third and fourth-placed cars, and it became he alone who was able to keep Mario within range.

It took only half a dozen laps before the leaders began to run into the earliest backmarkers, and as they treaded and forced their way by the slower cars, Unser began to diminish the rate of Andretti's escape. As they bore into the early part of the 100 miles both the Viceroy/Hilton Lolas settled into much the same hard, neat style, and as they exerted pressure fore and aft on each other, they pulled themselves further and further away from Redman and Brise. Behind Brise, McRae established himself alone in fifth clear of Hobbs and Oliver who were beginning a good fight ahead of a train consisting of Morton, Forbes-Robinson and Brown. Not far behind them Wietzes, Woodner and Schuppan were chasing hard after each other while

(BELOW) Al Unser just gets better and better.

Don Larsen Photo





The David Hobbs/Jackie Oliver battle exits the Corkscrew. Don Larsen Photo

Cannon was beginning to give his March one of its best runs as he worked to remain in contact with the trio. For a long while the race held itself in a tenuous balance just like that, virtually every car carrying on untroubled.

At the front Andretti and Unser sang on cleanly and strongly so that very soon the race became theirs alone. Unser, holding his pace well and working sharply through traffic, maintained pressure on his teammate so that Andretti was barely able to relax even the tiniest amount.

Over the last ten laps Unser nibbled slowly into Andretti's lead, bringing it down from as much as five seconds to as little as two. But even as Al closed on Mario, it was obvious there was nothing that would upset the balance except mechanical failure. That never came, and Andretti drove home as flawlessly as ever to his third F5000 win of the year, and Al pushed his way with equal finesse to his fourth second place of the season. A clean triumph for the Vel's Parnelli team.

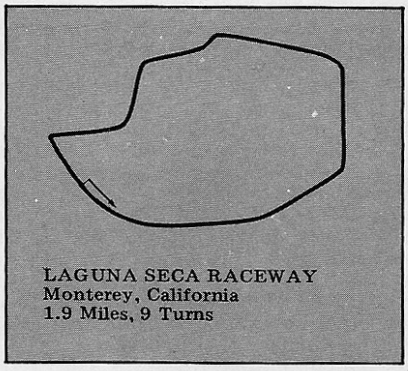
Much like the chase for the lead the battle over third place between Redman and Brise became a racelong affair. But in this case it was much closer as the young Grand Prix star remained only yards behind the experienced F5000 man lap after lap, although never once drawing close enough to make a serious overtaking effort. Finally Tony found his rear tires beginning to go off, so he slackened his pace over the last half dozen laps and allowed Redman to finish alone in third some ten seconds behind Unser. Brise was later thankful for his tire problems because on the very last lap the Theodore Lola ran out of fuel and coasted home. "If I hadn't slowed down I might not have made it!" Tony remarked.

Redman's remarkable run in the rebuilt car remained troublefree, and although he did say that he felt just a hair off form, his only real problem came when one of his earplugs suddenly fell out of place, and a hard, explosive noise from the exhaust punctured his concentration. "I thought I was having a heart attack!" Brian exclaimed; "then I realised what had happened, but somehow, just then, the earplug fell back in!"

For as much as half the race Graham McRae held doggedly to fifth place, but then he spun because the differential began to play up (he thought using mismatched wheels in the heat had probably initiated a failure) so that he dropped a handful of places, eventually finishing eighth. McRae's spin elevated David Hobbs and Jackie Oliver into fifth and sixth places with Hobbs holding on well only inches ahead of the Shadow despite fuel spraying out from a broken gauge onto his visor. Eventually this caused a thousand tiny cracks to develop across Hobbs' visor which severely hampered his vision and finally caused him to make a small mistake and allow Oliver to get by into fifth only five laps from the end. Not far behind Oliver and Hobbs, Elliott Forbes-Robinson drove well into seventh place. Just before the end EFR began to catch Hobbs, but as he got within striking distance, he ran afoul of some backmarkers and lost two or three seconds. Warwick Brown trailed EFR throughout the race, dropping away from the white Lola's tail and eventually finishing ninth behind McRae.

Eppie Wietzes and Vern Schuppan ran around together until just past half-distance when Schuppan pulled the Eagle off the road just beyond the pits with the car's front suspension broken. Shortly after that Wietzes rolled to a stop with no oil pressure which let Jon Woodner into tenth place. For some time Woodner held the place well despite a hard attack from John Cannon; then Cannon got by in traffic and went away on his own. John Morton, who had run as high as eighth and had spun and lost more than a lap, could finish no higher than twelfth. Slowed by gear selection problems Danny Ongais slipped back into the ruckus, eventually coming home fifteenth behind John Gunn and Tuck Thomas.

So down to the last race of the season the F5000 series has, with even more style than last year, spruced itself up and shown how fine it can be. All it needs now is a little consistency and a little faith and imagination from the promoters. As Andretti said after winning Laguna, "In a couple of years this racing can become as good as Grand Prix racing." If next year sees more of the likes of Long Beach and Laguna Seca that day is not far off at all. ■



LAGUNA SECA RACEWAY
Monterey, California
1.9 Miles, 9 Turns

LAGUNA SECA F5000 GRID

Finishing Positions Heat One	Finishing Positions Heat Two
Mario Andretti Viceroy/Hilton Lola T332 26:41.50	Al Unser Viceroy/Hilton Lola T332 26:46.93
Brian Redman Boraxo Lola T332	Graham McRae Armor All Lola T332
Tony Brise Theodore Racing Lola T332	David Hobbs Hogan Racing Lola T332
John Morton Krinnit Racing Lola	Warwick Brown Norris Industries Talon MR1A
Eppie Wietzes Formula Racing Lola Spl	Jackie Oliver UOP Shadow-Chrysler DN6
Jon Woodner Interscope Talon MR1A	Elliott Forbes-Robinson Evel Knievel Lola T332
Danny Ongais Interscope/Bell Electric Lola T332	Vern Schuppan Jorgensen Eagle
Bob Nagel Thermo King Lola T332	Evan Noyes, Jr. Eagle Creek Aviation Lola T332
Gary Wilson Sting Racing Lola T332	John Cannon J.G. Lane Racing March
Michael Brockman Levitt Racing Talon MR1	John Gunn Racing Consultants Lola T332
Steve Durst Levitt Racing Talon MR1	Tuck Thomas Lancer Stores Lola T332
Dr. John Korn Pyott-Boone West Ltd. Lola T330	Gus Hutchison Chris Oates Lola T330
Randy Lewis Wrangler Lola T332	John Briggs Briggs & Fodge Lola T332
Bob Allen Manteca Motors Eagle	Skeeter McKitterick AME Aero Chevron B24/28



Antoni Cortes Photo

Results

Laguna Seca F5000
Monterey, California
October 12, 1975
50 Laps, 95 Miles

1. Mario Andretti, Viceroy/Hilton Lola T332, 49 min 55.61 sec, 114.16 mph
2. Al Unser, Viceroy/Hilton Lola T332, 50 laps
3. Brian Redman, Boraxo Lola T332, 50 laps
4. Tony Brise, Theodore Racing Lola T332, 50 laps
5. Jackie Oliver, UOP Shadow-Chrysler DN6, 50 laps
6. David Hobbs, Hogan Racing Lola T332, 50 laps
7. Elliott Forbes-Robinson, Evel Knievel Lola T332, 50 laps
8. Graham McRae, ArmorAll Lola T332, 50 laps
9. Warwick Brown, Norris Industries Talon MR1A, 49 laps
10. John Cannon, J.G. Lane Racing March, 49 laps
11. Jon Woodner, Interscope Racing Talon MR1, 49 laps
12. John Morton, Krinnit Racing Lola, 48 laps
13. John Gunn, Racing Consultants Lola T332, 48 laps
14. Tuck Thomas, Lancer Stores Lola T332, 47 laps
15. Danny Ongais, Interscope/Bell Electric Lola T332, 47 laps
16. Randy Lewis, Wrangler Lola T332, 46 laps
17. John Briggs, Briggs & Fodge Lola T332, 45 laps
18. Dr. John Korn, Pyott-Boone West Ltd. Lola T330, 44 laps
19. Steve Durst, Levitt Racing Talon MR1, 44 laps
20. Skeeter McKitterick, AME Aero Chevron B24/28, 43 laps
21. Eppie Wietzes, Formula Racing Lola Special, 29 laps*
22. Vern Schuppan, Jorgensen Eagle, 28 laps*
23. Bob Allen, Manteca Motors Eagle, 18 laps*
24. Bob Nagel, Thermo King Lola T332, 16 laps*
25. Evan Noyes, Eagle Creek Aviation Lola T332, 12 laps*
26. Gary Wilson, Sting Racing Lola T332, 10 laps*
27. Gus Hutchison, Chris Oates Lola T330, 2 laps*
28. Michael Brockman, Levitt Racing Talon MR1, 2 laps*

* Not running at the finish

RIVERSIDE F/5000

Act Two Of The Mario & Al Show

By Gordon Kirby

Driving as clean and fast as ever through the sandy wastes of Riverside, Mario Andretti brought the Formula 5000 season to a close, just as he had the year before, by pushing his Viceroy Lola to a dominant, faultless victory. In scoring his fourth win of the year—bringing him even with Champion Brian Redman in number of wins—Andretti brought an end to a carefully-engineered transition in his career. After two years of F5000, two years in which he helped the series become a reputable international forum, Andretti was ready at last to focus his attention primarily and almost exclusively on Formula One. Next year F5000 will see Andretti only occasionally.

By finishing second Al Unser, the man who will take over Andretti's role as kingpin of the Vel's Parnelli F5000 team, brought the team their second successive one-two finish and showed his complete maturation as a road racer. To earn his place Unser had to chase hard after Tony Brise, finally slipping by the young Englishman when the latter made a small mistake. It was Al's fifth second place of the season.

There was some confusion over the balance of the results—it involved the counting of one of the pace laps—because Brise, holding easily to third place, ran out of fuel two laps from the end and coasted into his pit; thus he slipped to sixth, one lap behind. Danny Ongais who put in an exceptional drive into fifth place, found himself in a similar situation when he tangled with a backmarker on the last lap, ending his race off in the dirt. Both Brise's and Ongais' teams protested the result by claiming that had the second of the two pace laps been counted as a racelap, as has been done all year, the race would have been over one lap earlier. The protests were disallowed, but both teams appealed.

entry & practice

The field at Riverside remained much as it had been at Long Beach and Laguna Seca in the preceding month. Again there were forty cars chasing after the 28 places that would make up the grid for the forty-lap final with two notable additions strengthening the field. The first of these was Jody Scheckter, the F1 man beginning a full-time return to F5000 with the second UOP Shadow-Dodge DN6, and the other was English F3 driver Dick Parsons who was preparing for his F5000 debut with the Norris Industries Talon MR1A fitted with the lone Wiseman F5000 gearbox and remaining in the same trim as it had been raced at Long Beach by Chris Amon. Parsons' place in the team had been procured by Chuck Jones who had attracted Mr. Marty as an additional sponsor.

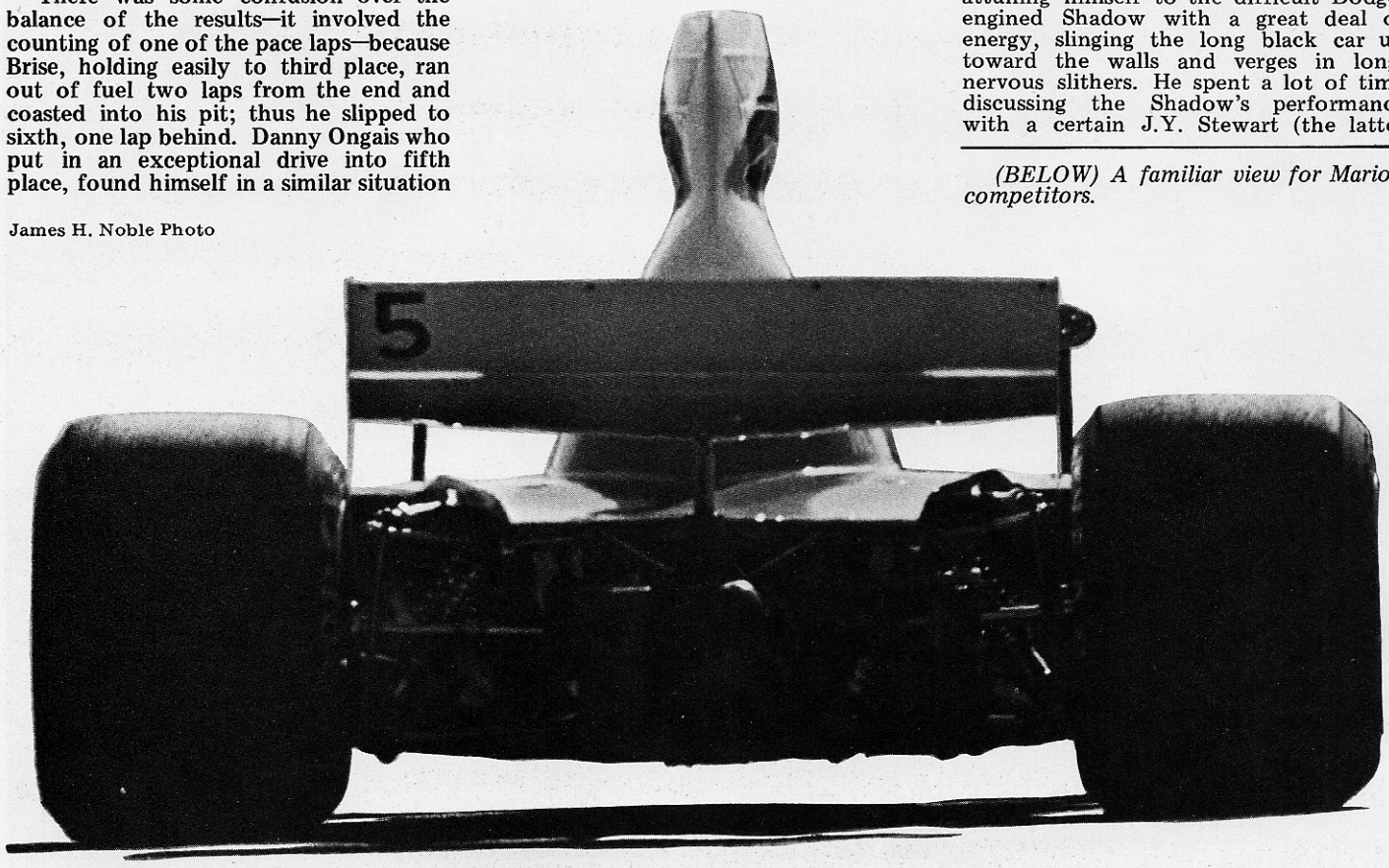
There was plenty of practice to sort out the large field — five hours of practice over two days as well as two forty-five minute qualifying sessions. The victory team showed the state of their preparation by ignoring much of it. Both Andretti and Unser were soon under Mario's pole time of last year, and ultimately the team leader broke that mark by nearly a full second (1:11.559). In testing he had come very close to breaking into the 10 second bracket, but on this occasion, with the IROC cars throwing up sand and laying down oil, Andretti was unable to duplicate his earlier times. Nevertheless he was still a full second faster than all save teammate Unser, and by the end of practice he suggested matter-of-factly, "I reckon I can run all day at low twelves."

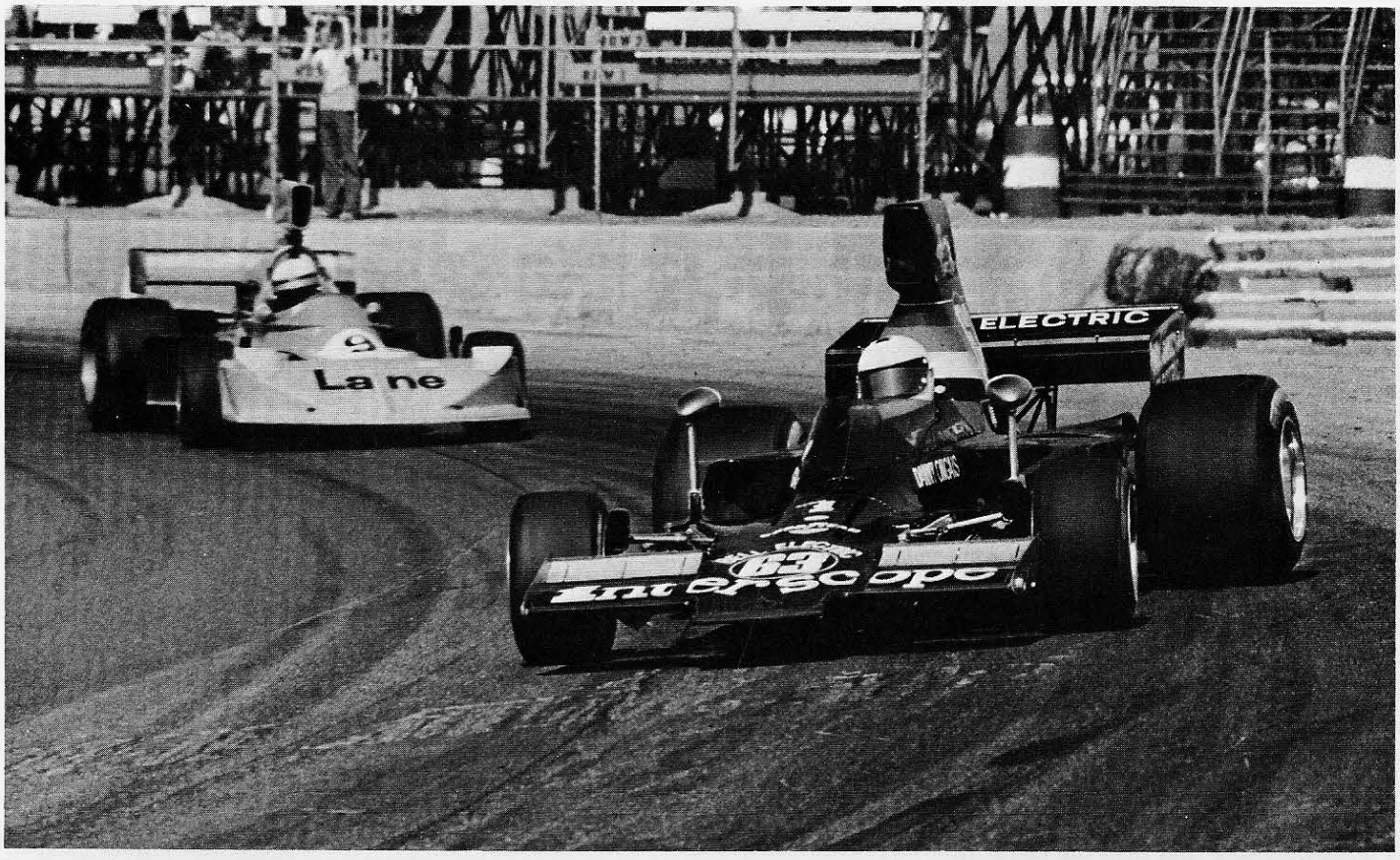
Despite having never once tested at Riverside, Unser was easily able to outpace the rest of the field, eventually returning a fine 1:11.955. So it was that for the third successive race the pair of Viceroy/Hilton Lola-Falconer T332s filled the two heat race pole positions, and Andretti had captured his eighth pole of the year.

Jody Scheckter attacked the job of attuning himself to the difficult Dodge-engined Shadow with a great deal of energy, slinging the long black car up toward the walls and verges in long, nervous slithers. He spent a lot of time discussing the Shadow's performance with a certain J.Y. Stewart (the latter

(BELOW) A familiar view for Mario's competitors.

James H. Noble Photo





Danny Ongais and John Cannon put on quite a show. Tom O'Callaghan Photo

on hand for the ABC taping of the IROC races) and finally forced the tail-heavy car around in 1:12.638 — nearly a second faster than the team's regular driver.

Fourth fastest was Tony Brise, the hero of Long Beach, scratching hard to make the Theodore Racing Lola T332 competitive through the fast sweeps of Riverside. On the first day of practice Brise experimented unsuccessfully with a Wiseman locker, and later the wing fell off just as he was flicking the car into the flat-out kink before turn nine! Finally, however, he was able to get in enough untroubled laps to record 1:13.051 due principally, Tony said, to adjusting his line through turn nine. "I'd been losing a lot of time through there," he explained, "by treating it as a normal corner rather than a banked turn. It's something new for me."

Eppie Wietzes showed fine form in preparation for what could well have been his final F5000 appearance, qualifying his Formula Racing Lola T400M next at 1:13.136 in spite of missing the final session because of an engine failure. Wietzes' little team had made some front suspension changes after Laguna, and Eppie said that their unique car was working better than ever.

Champion Brian Redman was down in sixth place with the Haas/Hall team's Boraxo Lola T400 which they had reverted to because the T332 was as good as written-off in a bad Friday morning shunt. At the time, Redman had been challenging the pace of the Viceroy Lolas and enthusing over the balance of the car, but suddenly as Brian pushed the white car through turn nine, it snapped out of line and plunged heavily into the wall. Redman jumped from the car shaken but unhurt (although his neck remained sore throughout the weekend) to explain that the left front tire had apparently overheated and exploded. For the rest of the meeting the team worked hard to sort their T400, and Redman qualified it in 1:13.686 with a single banzai lap which made everyone straighten up and prepare to dive one way or the other as he worked the car off the last turn and back across the road toward the pit wall.

A surprising seventh fastest was Danny Ongais and the Interscope/Bell Electric Lola T332 (1:13.688). Driving hard and well on "the first circuit this year where I don't need a road map," Ongais showed more of the good form which had been his early-season mark before breaking his leg at Mosport. Jackie Oliver came next in the other UOP Shadow-Dodge (1:13.740) after a practice which had been punctuated by a pair of engine failures and overheating problems to boot. Otherwise Ollie was a little happier than normal if only because Scheckter had confirmed all of his own complaints about the Shadow's rough, oversteery feel.

Ray Wardell's development of John Lane's March 73/75A continued to yield big improvements, and with the fitting of a Wiseman differential for the first time John Cannon pushed the car well in among the frontrunners. While Wardell talked of the lessons they had learned and of March's interest in building a new car for next season, Cannon lapped the bitza machine in 1:13.830 for ninth fastest. John Morton completed the top ten with the Krinnitt Racing Lola T400/332, showing good speed and consistency in returning a best of 1:13.844.

Elliott Forbes-Robinson headed the next lot with Francisco Mir's Evel Knievel Lola T332 (1:14.046). EFR had lapped half a second faster earlier in the day, but the engine began to lose revs in the qualifying sessions. Just behind at 1:14.097 came Jon Woodner. Jon was driving the Interscope Talon MR1A in his usual fierce manner and was easily the fastest of the five Talons entered.

Graham McRae initially tried to run Eddie Lewis' Lola T332 on some of last year's Firestones, but that didn't work out too well; so he had to dig into his wallet in order to purchase a set of Goodyears and subsequently lapped in 1:14.251. David Hobbs was fractionally slower (1:14.261) with Carl Hogan's Lola T332 and was very frustrated about it too. Hogan himself was conspicuous by his absence just as at Laguna.

Dogged by engine problems Vern Schuppan managed very little practice and was only fifteenth fastest (1:14.493) with the Jorgensen Eagle. Warwick Brown came next (1:14.523) with his usual Norris Industries Talon MR1A while Evan Noyes showed some of his best form of the season in getting his Lola T332 around in 1:14.849. Gordon Johncock qualified eighteenth on 1:15.064 (although he originally had been credited with a 1:12!) with the Sinmast T332, and Randy Lewis did well with his shoestring-financed Wrangler Lola T332 to get down to 1:15.330. Parsons showed good form with the other Norris Talon, returning a best of 1:15.452 despite his practice being severely curtailed by engine troubles.

The last man to get under 1:16 was Benny Scott and the Black American Racers/Viceroy Lola T332. George Follmer managed more track time than ever before with the narrow, neat Lance LSR1. "It pushes and it's twitchy everywhere," said George, "but this is the first time we've been able to make any real changes." He qualified it behind Scott with a 1:16.861. Mike Brockman (Levitt Talon) and Bob Earl (TP Racing Lola

continued ➤

T330) led the rest, and six more got below the 80 second mark. Another nine were under this mark in practice.

heats

The fine weekend weather carried into raceday although the constant light wind brought the first traces of a gray veil of smog to the sky. With the added attraction of the IROC races and the massive promotional efforts of First National City Travelers Checks, a large crowd filled the grandstands and dusty infield. Although it wasn't as large a gathering as the halcyon days of the L. A. Times Grand Prix, the contemporary California Grand Prix was watched by as many as fifty thousand people.

The twenty lap heats showed the growth of the F5000 series this year since they were as good as many of the early-season finals. The first was won comfortably by Andretti who pulled sharply away into a clear lead from Scheckter with Wietzes leading the rest. On the fourth lap, however, Scheckter brought his Shadow into the pits with one of its radiators pulled away from a hose and the engine boiling. So it was that Andretti found his mirrors suddenly free of any kind of challenge and pushed on to win by 30 seconds.

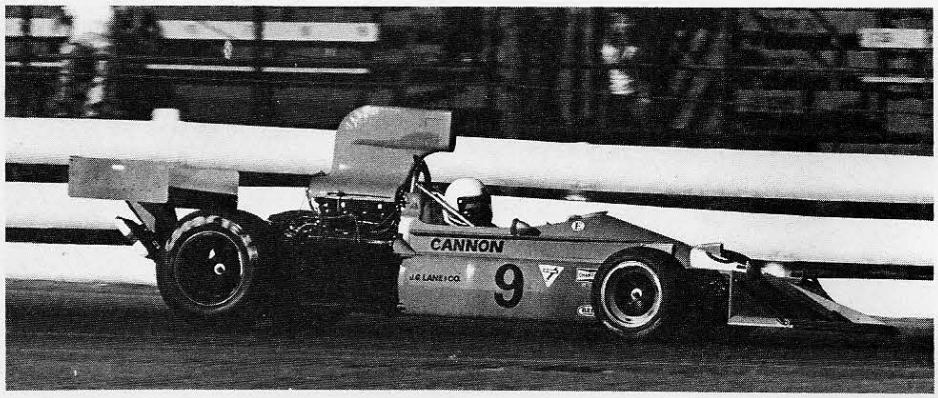
Wietzes, as always when everything is right, drove very well in the early laps, pulling clear of Ongais, Cannon and Forbes-Robinson. But then the Canadian Lola began to trail wisps of water, and with his gauges fading steadily Eppie slipped back within range of the others. Driving with great precision Wietzes nursed his way home safely, pulling into the end of the pitlane after taking the flag while the other three, remaining in the same order as they had on the first lap, barrelled through inside him. In spite of a misfire McRae kept EFR's tail in sight to finish sixth while Lewis drove cleanly into seventh. Schuppan, slowed by a broken valve spring, slipped away from an early chase of McRae to finish a lapped ninth.

Unser continued the Vel's Parnelli team's duplication of their perfect Laguna Seca performance as he won the second heat in much the same manner as his teammate had won the first. Brise was able to hand onto the leader's tail for a few laps, but he slowly dropped away to as much as ten seconds behind at the finish. Both Oliver and Woodner made good starts so that their two black cars chased each other in third and fourth initially, ahead of a closing Redman. But the Champion soon pushed past Woodner and put steady pressure on Oliver until five laps from the end when the Shadow pulled in with no oil pressure, and Brian found himself left in third place.

Woodner held easily to what finally became fourth place, comfortably clear of Brown's similar car which finished fifth. For a while Dick Parsons, after a very good start, chased after his teammate, lapping much faster than he had in practice. But then he spun, and as he was making good his recovery, a selector fork bent, and he had to stop at the pits. As it was, Morton came into sixth ahead of Hobbs, the latter's engine beginning to fail so that it needed changing for the final. Johncock ran ahead of the Hogan Lola for a few laps, but after stopping to check an oil leak he had to give up when a driveshaft snapped.

Due to the first official lap of the first heat being run under a yellow flag (because the starter had decided the field was too disorganized to drop the flag) Andretti's overall time was some eight seconds slower than Unser's which meant that Al had his second pole position of the year. Between the heats and the final the second IROC race of the meeting was run which gave the two front row men and Redman a chance to keep busy thoughts before they started the last race of the F5000 season.

In the garages there were a lot of mechanics hard at work changing engines. The fastest of these changes was done to Hobbs' Lola, the Hogan mechanics showing more of their familiar in-the-field speed by establishing for the third time this year a new record: this time they did the job in one hour flat. Wietzes, without a spare, hired one from Jim Hall and looked forward to his first taste of a Chaparral unit, but at the very last minute Parsons and Oliver found themselves non-starters just as it seemed that each would be able to take up places at the back of the grid. Parsons fired up his Talon only to discover a broken crankshaft while Oliver's new engine pumped its water out as it was started. "Somehow it's the right kind of way to finish this season," a rather glum Oliver said later.



Cannon's unique March 75A

Phillip Salazar Photo

final

It looked as if Brise was the only man who might be able to challenge the VPJ Lolas this time, but even he was reluctant to make this prediction. Again he was thinking about aerodynamics and Wisemans (he was convinced of the value of the latter once the chassis was properly set-up to accept it, and he was even thinking of trying one in his F1 Hill). What would be interesting to watch would be Scheckter's progress from the back of the grid and the changing form and tightening battle among the midfield.

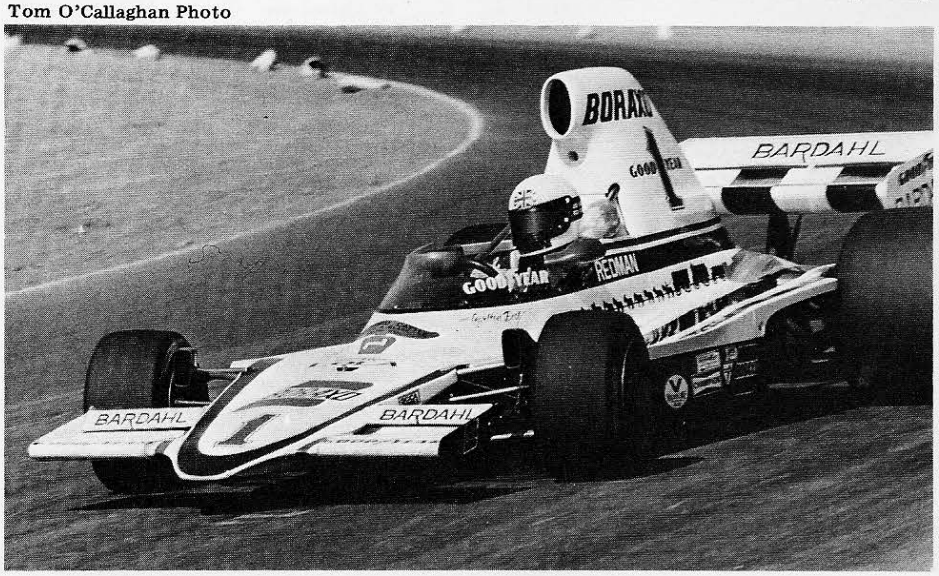
At the drivers' meeting the officials had told everyone that any additional pace laps after the first would be included as part of the forty race laps. But no one had counted on the pace car remaining out for a second lap, and when the race started, it was assumed that neither pace lap would count. Whatever, the extra distance could make some of the less aerodynamically efficient cars marginal on fuel supply.

When the flag did come down, Unser and Andretti leaped forward side by side into the first turn. Over the little rise that leads to the left and off towards turn two, Andretti remained hard beside his mate. The two cars hammered through the turn that way. Andretti's hands flickered back and forth in tiny little stabs as he fought to hold his car in the dust and sand beyond the 'line'. Down into the second turn they bellowed nose to nose, and finally Andretti, on the outside, was able to push ahead into the lead while Unser settled in behind.

But as the pair of red and white Lolas bent to the right, Unser's car lost some front-end traction in the thin air behind the leader; so he found himself struggling for a moment with a sudden "push".

(BELOW) Redman had to resort to the backup T400.

Tom O'Callaghan Photo

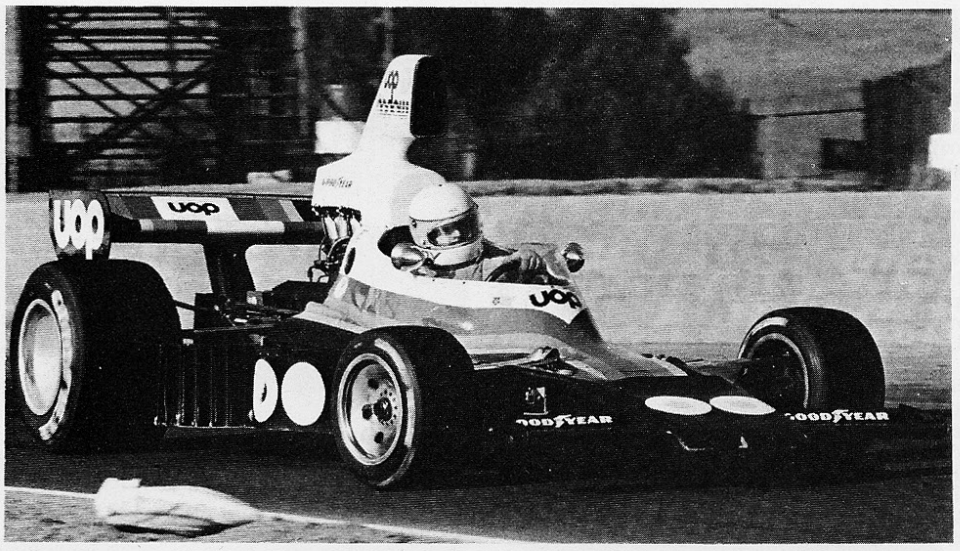


Brise snatched the moment it began to happen and pushed his car inside the Viceroy machine. He came out of the corner and swept off into the esses in second place with the poleman now back in third!

Yet even as Tony took the place, the man ahead was breaking away on his own, and by the time that Mario poured himself into turn nine, he was already alone at the front. Brise snapped by with a small gap to Unser; then came the first of the gaggle with Wietzes leading Ongais and Redman. Further back Scheckter came charging through in front of Schuppan and chasing after Lewis.

Settling immediately into his pace Andretti began to run off in typical style by snatching a second, sometimes even more, with each of the early laps. It soon became obvious that the only man who was going to stop Mario this time was the man himself.

As the red and white Lola went away on its own, its sister machine began to lay its nose in the wake of the Theodore car. But Al was experiencing growing understeer on the slippery track and he was having to work very hard to keep the pressure on Tony. On the eleventh lap Brise braked a little too deeply into turn seven, and as the red car skated wide into the loose sand off line, Unser flicked his way inside, just as Brise had done on the third lap. Very soon Unser began to pull away from Brise, and well before the midpoint of the race the distances between the first three lengthened with slow regularity.



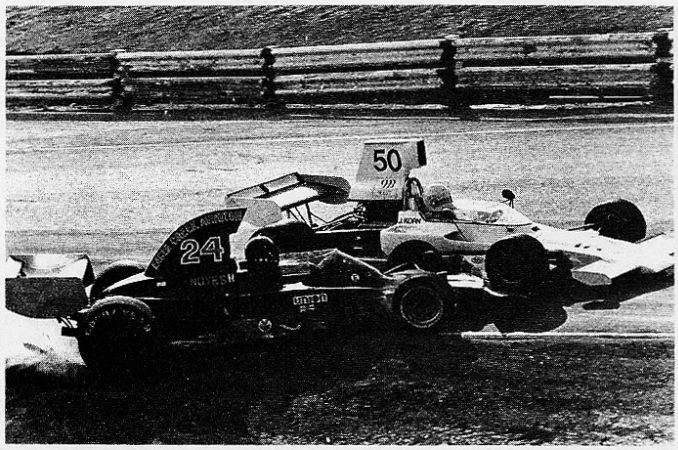
It wasn't a good first weekend for Jody and the Shadow. Tom O'Callaghan Photo

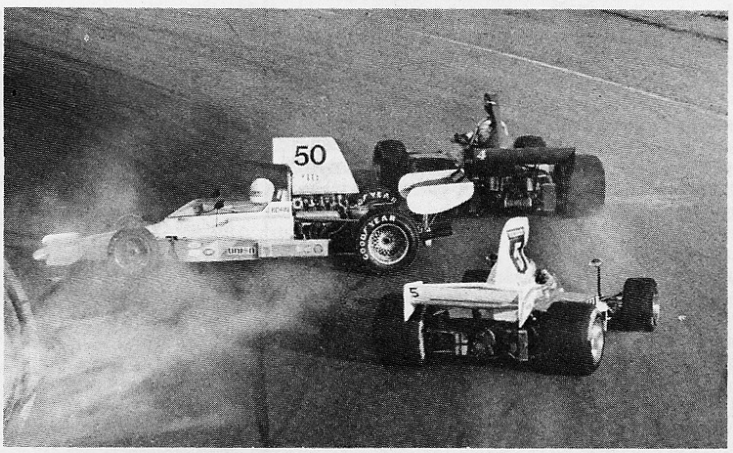
Behind however, there was a close, changing battle developing over fourth place. Wietzes held it proud and well for a few laps, but suddenly his Chaparral engine went onto seven cylinders, and he soon made his way to the pits rather than risk blowing the engine. A quick check to show signs of the injectors swallowing a stone, and Eppie decided to carry on, but by then he was a couple of laps behind.

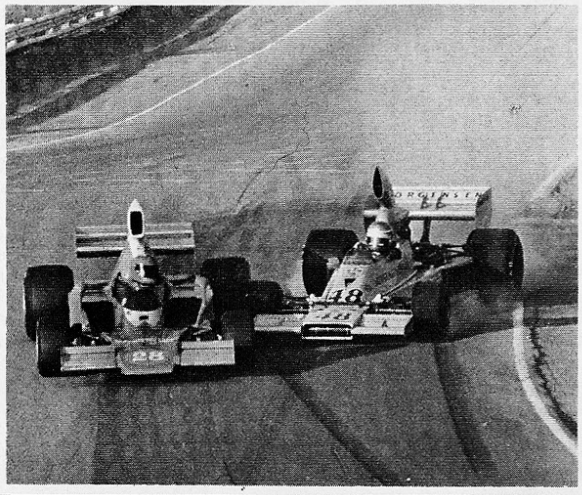
Wietzes' problems allowed Ongais to go ahead into fourth under hard pressure from Redman, Cannon and Forbes-Robinson. For some laps Ongais maintained his place ahead of Redman, but the Champion was into one of his typically heady drives, and slowly he intensifed his pressure. When the black car made a mistake similar to Brise's, the wily

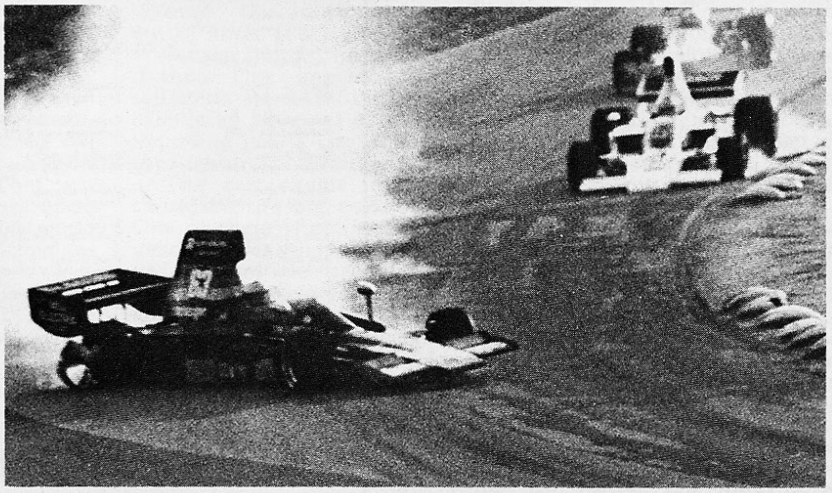
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OUCH! *(BELOW LEFT) Evan Noyes and Dr. John Korn meet going into turn five, both continued on. Terry Cocking Photo. (BELOW RIGHT) Dr. John has some more trouble, this time in turn seven, just as Mario comes up to lap him. Tom O'Callaghan Photo. (BOTTOM LEFT) Randy Lewis and Vern Schuppan had an unplanned encounter during their race long battle for ninth. Tom O'Callaghan Photo. (BELOW RIGHT) The end to an outstanding performance by Danny Ongais came on the last lap in turn five when he and Benny Scott touched wheels. Terry Cocking Photo.*









Englishman slipped inside and edged away on his own. That left Ongais to hold off Cannon and EFR, and for a long time these three staged a good, clean chase.

By then Scheckter had emerged in eighth place behind Forbes-Robinson, and although it looked at first as if he would easily push past the trio ahead of him, instead, because of fluctuating oil pressure and tires that required some nursing, he fell into a place a second or so behind them.

So midway into the 100 miles the race took on a settled pattern broken only by the odd retirement. McRae had failed to complete a lap when his Lola's magneto drive sheared while from the midfield Hobbs and Brown dropped out. The Hogan Lola broke its throttle cable, and the Talon stopped with a broken timing chain. Otherwise there were few failures until the final laps when the pursuit of Redman suddenly thinned out. Scheckter, who had just begun his final charge and had pushed by Forbes-Robinson, brought his Shadow in with falling oil pressure and a few laps later EFR too disappeared when the Mir Lola's electrics packed up.

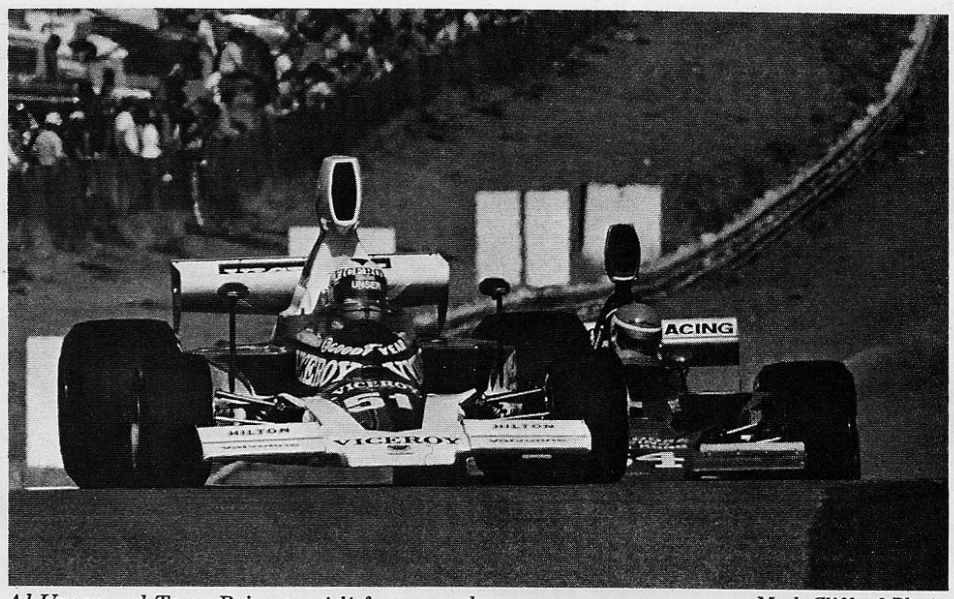
It was then that the confusion over how many laps had been run made itself known. The matter came to a head when Andretti went into his last lap — the fortieth without counting the second pace lap and the forty-first including that lap. Mario wound his way comfortably through the familiar Riverside pattern turns and came home to his fourth win of the year and with some satisfaction that if he hadn't won the Championship he was still the fastest man in F5000. Unser too came through without any drama, slowed as he was by some understeer and a ring and pinion that was breaking up, but nevertheless running steadily some fifteen seconds behind.

Then Brise came out of the last turn, and instead of heading off toward the esses he aimed the Theodore Lola at the pits; as he came closer, his engine coughed and died. His mechanics jumped at the car and quickly dumped some fuel in, but by the time that Tony was able to pop the clutch, Andretti had already come around again and taken the checkered flag so that the Theodore car had suddenly lost a lap and three places. Syd Taylor protested the results, claiming with some justification that the race was one lap too long and that his man had coasted home still in third place. The stewards refused the protest, but Taylor appealed the decision.

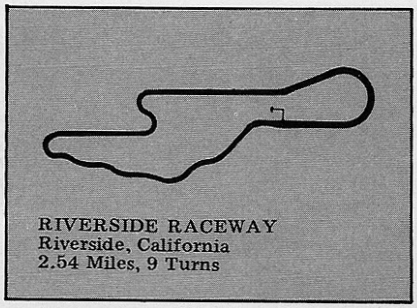
Interscope Racing made a similar protest to Taylor's because Ongais, still holding fifth place just ahead of Cannon, came together with Benny Scott in the esses on that disputed last lap, and instead of driving home happily he ended the race in the dirt, his Lola's nose torn off. An unfortunate end to a very good drive.

Now Redman inherited third place because of Brise's last-minute stop, and Cannon found himself fourth thanks both to Brise's stop and Ongais' shunt. Redman's performance in the difficult T400 after a hard weekend (he had crashed heavily in one of the IROC races as well) was particularly impressive while Cannon's was his best show in a long time and left both John Lane and March with good prospects for next season. John Morton slowly overhauled Woodner for what became fifth place while the Interscope Talon was lapped just before the end and finished eighth behind Brise and teammate Ongais. Schuppan and Lewis eventually finished ninth and tenth after coming together twice at turn seven and clouting each other hard enough to spin together on one of those occasions. The Eagle was also slowed by an engine that lapsed onto seven cylinders in the aftermath of its valve spring failure in the heat. Johncock finished eleventh, and Wietzes ran very well on seven cylinders and worked back to twelfth by the end.

So the 1975 SCCA/USAC F5000 Championship came to an end showing infinitely more strength than it had earlier in the season and even more than it had shown in last year's end-of-season resurgence. How much of that will bleed its way into next year's series, and how the Championship itself will be run and promoted remain however as unknown quantities. But the potential of it all has at long last been realized. Formula 5000 has certainly become the most artistically successful primary racing series that North America has ever seen. ■



Al Unser and Tony Brise go at it for second. Mark Clifford Photo



RIVERSIDE RACEWAY
Riverside, California
2.54 Miles, 9 Turns

RIVERSIDE F5000 GRID

Finishing Positions Heat Two	Finishing Positions Heat One
Al Unser Viceroy/Hilton Lola T332 24:36.855, 124.85 mph	**Mario Andretti** Viceroy/Hilton Lola T332 24:44.190, 123.219 mph
Tony Brise Theodore Racing Lola T332	**Eppie Wietzes** Formula Racing Lola T400M
Brian Redman Boraxo/Bardahl Lola T400	**Danny Ongais** Interscope/Bell Electric Lola T332
Jon Woodner Interscope Talon MR1	**John Cannon** J.G. Lane March
Warwick Brown Pat Burke Talon MR1A	**Elliott Forbes-Robinson** Evel Knievel Lola T332
John Morton Krinnit Lola T400	**Graham McRae** ArmorAll Lola T332
David Hobbs Hogan Racing Lola T332	**Randy Lewis** Wrangler Lola T332
George Follmer Kendall GT1 Lance LSR-1	**Vern Schuppan** Jorgensen Eagle
Gus Hutchison HRE Lola T330	**Benny Scott** BAR/Viceroy Lola T332
Bob Earl TP Racing Lola T330	**Evan Noyes** Eagle Creek Aviation Lola T332
Dick Parsons Norris Industries Talon MR1A*	**Michael Brockman** Levitt Racing Talon MR1
Jackie Oliver UOP Shadow DN6*	**Steve Durst** Levitt Racing Talon MR1
Gordon Johncock Sinmast Lola T332	**Jody Scheckter** UOP Shadow DN6
Skeeter McKitterick AME Chevron B24/28	**John Gunn** Racing Consultants Lola T332

Alternate: Dr. John Korn, Pyott-Boone Lola T330

* Did not start

Tom O'Callaghan Photo



Results

First National City Travelers
Checks Grand Prix
Riverside, California
October 26, 1975
40 laps, 102 Miles

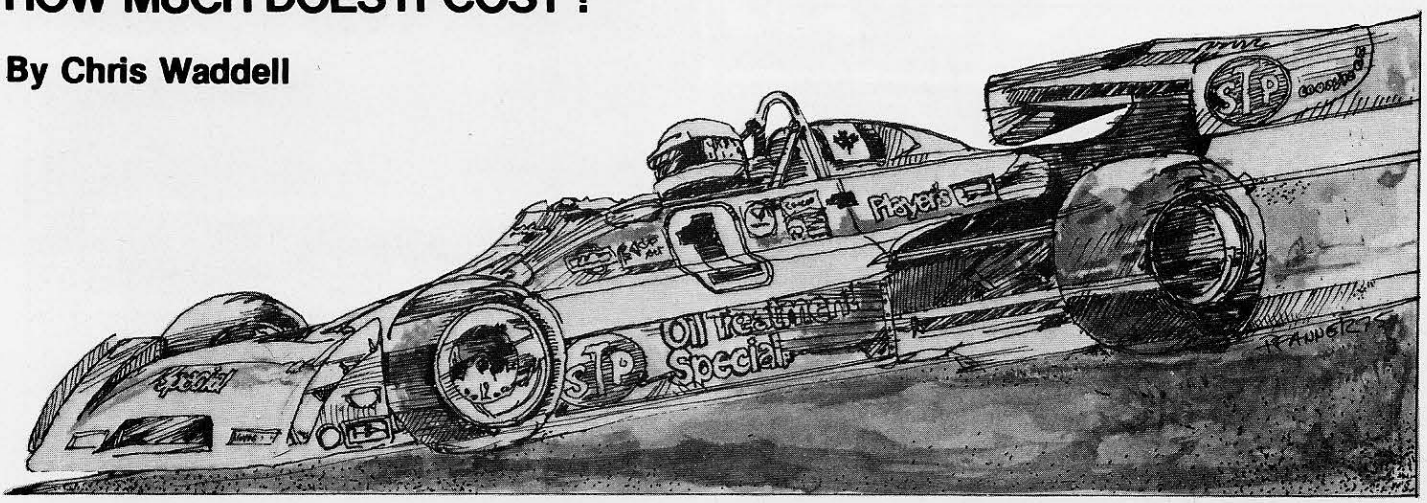
1. Mario Andretti, Viceroy/Hilton Lola T332, 49 min 30.363 sec, 123.136 mph (new record)
2. Al Unser, Viceroy/Hilton Lola T332, 40 laps
3. Brian Redman, Boraxo/Bardahl Lola T400, 40 laps
4. John Cannon, J.G. Lane March, 40 laps
5. John Morton, Krinnit Lola T400, 40 laps
6. Tony Brise, Theodore Racing Lola T332, 39 laps**
7. Danny Ongais, Interscope/Bell Electric Lola T332, 39 laps
8. Jon Woodner, Interscope Talon MR1, 39 laps
9. Vern Schuppan, Jorgensen Eagle, 39 laps
10. Randy Lewis, Wrangler Lola T332, 39 laps
11. Gordon Johncock, Sinmast Lola T332, 39 laps
12. Eppie Wietzes, Formula Racing Lola T400M, 37 laps
13. Skeeter McKitterick, AME Chevron B24/28, 37 laps
14. John Gunn, Racing Consultants Lola T332, 37 laps
15. George Follmer, Kendall GT1 Lance LSR-1, 36 laps
16. Gus Hutchison, HRE Lola T330, 36 laps
17. Elliott Forbes-Robinson, Evel Knievel Lola T332, 35 laps
18. Jody Scheckter, UOP Shadow DN6, 33 laps
19. Benny Scott, Black American Racers/Viceroy Lola T332, 32 laps
20. Bob Earl, TP Racing Lola T330, 30 laps
21. Michael Brockman, Levitt Talon MR1, 25 laps
22. Steve Durst, Levitt Talon MR1, 21 laps
23. Warwick Brown, Pat Burke Talon MR1A, 20 laps
24. Evan Noyes, Eagle Creek Aviation Lola T332, 13 laps
25. David Hobbs, Hogan Racing Lola T332, 12 laps
26. Dr. John Korn, Pyott-Boone Lola T330, 7 laps*
27. Graham McRae, ArmorAll Lola T332, 0 laps
28. Jackie Oliver, UOP Shadow DN6, DNS
29. Dick Parsons, Norris Industries Talon MR1A, DNS

* Dr. John Korn was permitted to run as alternate starter when Dick Parsons and Jackie Oliver did not make it to the starting grid
** Protest on results pending

Formula Atlantic

HOW MUCH DOES IT COST?

By Chris Waddell



Paul Pfanner Drawing

More and more people are starting to say it, and the crowd will get even larger if there's a series in the United States in 1976: Formula Atlantic is the place to go.

But how much does it cost? How much equipment do you have to buy? What are the potential returns? How many races can you run? What is racing in Canada really like anyway? In order to at least partially answer some of these questions FORMULA talked to two 1975 Atlantic series regulars: Bill Brack and Bruce Jensen.

Bill Brack was the Canadian Driving Champion for the third consecutive year in 1975. Bruce Jensen started in drag racing, was a long time club racer, and now runs one of the more successful private entries in the Player's Challenge Series. He qualified on the pole once and had a second in 1974, but 1975 was not a classic season for him. Both men drove 1975 Chevron B29s in the Player's series, but that's where the comparisons end in terms of costs or results. Oh yes, there's one other thing. Both were blessed by that elusive benefit, sponsorship.

Brack and Jensen both began the year with new cars. Jensen's cost him $17,000 landed in Toronto. In addition to the engine in the car, he had one spare left over from the previous year. Brack got his car in England, paying about $14,000. He had to chip in an additional $1700 to get it to Toronto and through customs after running it twice in England. An engine came in the car, and he had two left from 1974.

"Outside of the costs for the car, I guess engine expenses are the next highest outlay for a team," Brack said. "I spent $14,400 this year."

All Brack's engines were rebuilt in Canada by Brian Robertson who runs Fred Opert Canada, the distributor for Brian Hart BDAs. Generally, Brack used one engine for practice and qualifying and then installed a new one for the race. That engine would do practice at the next event. "The only time we broke that pattern was in using one engine all weekend at St. Jovite. It blew up in the race, and that was our only DNF of the year." Brack also blew an engine at Brainerd in qualifying. He had already spent $5000 on buying a new Hart after St. Jovite and then spent an additional $1000 renting an engine from Opert for a last minute switch at Halifax. He finished 1975 with one engine plus the one in the car.

Jensen's strategy was slightly different. "We would start each weekend with a new engine and use it for the whole weekend. Meanwhile my mechanic Bob Peberdy would be rebuilding the other one for the next race." He also had one blow up, a spectacular explosion in front of the pits at Westwood. That was $5000 for a new BDA. "Our rebuilds would cost about $600 each, and Bob has actually been able to repair the Westwood mess for about $1800. So we spent about $10,000 on engines this season."

A word of explanation on what "the season" entails. There are six races in the Player's series, each one 100 miles in length at tracks stretching from Canada's Pacific to Atlantic coasts. The series usually opens in the west at the end of May and finishes in the east in August with the races scheduled approximately two weeks apart. Then there is the international F Atlantic event at Trois Rivieres on Labour Day, and this year there was also a race at Brainerd, Minnesota one week after Trois Rivieres. Jensen ran all the races except Brainerd, while Brack did the whole season.

At a Player's race the schedule is very similiar to that for a Grand Prix. There's usually two hours of practice on Friday afternoon followed by a practice and three half-hour qualifying sessions on Saturday. Then there's a Sunday morning warm-up followed by the race itself. There's lots of time for a driver to learn a new circuit and to wear out machinery.

Mechanic's wages are next on the list, and to do the series in a proper manner you need a full time mechanic. "You've got to pay him $300 a week," noted Brack, "so there's an additional $15,000. I also got an apprentice/helper for that money, but that's what it costs to get the job done properly." Brack's mechanic was Doug Crosty.

Jensen did things a bit differently. He was sponsored by Eric Jensen Greenhouses, a company Bruce is involved with, and they employed Peberdy. Half the year Peberdy worked for the greenhouse and half the year on the racing car. "The racing part of the salary amounted to about $6000."

After the hired help travelling is the next largest expense, and in a country the size of Canada tracks are rarely less than 800 miles apart. Both teams were based in Toronto and left in mid-May, not to return home until the end of June, three races into the series. Living on the road, both Jensen and Brack came up with the same answer: the motor home. It serves as the mechanic's home and tows the trailer. In fact, both drivers stayed in their motor homes at the circuit on race weekends, thereby avoiding the trips to and from a motel, etc.

"In the long run it's cheaper," figured Brack. He rented his motor home at $650 a month for six months, a rate about $150 under the market price. "One of the benefits of being the defending champion." Plus there was a charge of six cents per mile travelled. The STP team covered about 12,000 miles in the course of the summer, for a total rental cost of $4620. Of course there was also gas to buy. "You can get a decent estimate if you figure that the motor home gets 10 miles to the gallon, and gas costs a dollar a gallon." Of course the two figures vary according to the region of the country you are travelling through. Gas is often about 75-80 cents per gallon, and the motor home gets six to eight miles per gallon.

Jensen bought his motor home in 1974. "I paid $13,000 for it then. The same model is worth $15,500 today, and I could sell mine for $12,500." It's worked out very well for him. He calculated he spent about $1800 this year on the motor home, including gas, a tire and other minor repairs that were needed throughout the summer.

The car, engine, maintenance, a mechanic and travelling: those are the big costs, but there are others that add up too. One of them is racing tires. Brack received his free from Goodyear, but Jensen had to buy his. The defending champion would use one set for practice and another set for the race, while Jensen used one set a weekend. "After the weekend we were able to sell the used tires to competitors with older cars or to sports car drivers, so really each set of tires only cost us $100. We used six sets throughout the year."

Insurance is another cost. Brack insured his race car, spending $390 for the premium at each event for a total of $3180. Insurance for the race car, trailer and motor home on the road costs an additional $500 for six months. Jensen didn't protect his car on the track and paid $425 for insurance while towing.

continued ➤

Atlantic Cost

continued

Entry fees, at $100 per Player's event and $125 for the two post-season races, cost Brack $850 and Jensen $725.

Each driver flew to the races except for Mosport, St. Jovite and Trois Rivieres. That's another $1000 for Brack, but Jensen avoided this expense. "We supply tropical plants for shopping malls, etc. in each of the cities, and while I was at each race, I also took time to visit the clients, so the company paid for my flights."

On top of all this, there are the miscellaneous expenses that everyone has. Gear box dog rings, extra gears, brake pads, some spare fibreglass body sections (Jensen had his made for free by a Canadian company, Ficon, who provided partial sponsorship for his racing), all of which might be liberally estimated to cost an extra $1500.

Then there's the shunts. Each driver had one with Jensen's being by far the most severe. Surprisingly both crashed at Trois Rivieres. Brack tangled with Damien Magee and broke suspension bits, a nose, a radiator and a rear subframe. Mechanic Doug Crosty had everything in order to let Brack win at Brainerd the following weekend. Jensen was not so lucky, hitting a concrete wall and tweaking the right front corner of the monocoque. Doug Crosty fixed it for him, but Jensen missed Brainerd. Brack's replacement parts came from spares he had bought with the car, while Jensen's repairs cost $1500.

What's at the other end? The winner of each race gets $5000, with the purse going down to $300 for 15th finishing position. The entry this year averaged 40 cars per race, so it meant a lot of work just to take home a bit of money. It might be better in '76 as rumors suggest individual race purses will grow by $5000 to $25,000.

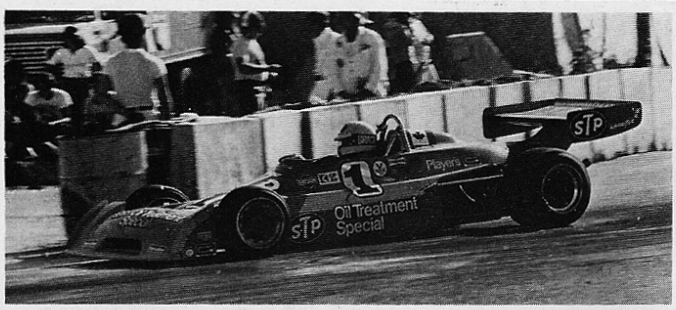
Brack had one win, two seconds, a third and a fourth in Player's events to collect $24,950. This included a Datsun 280Z given to the series champ. Added to that was the $3750 purse at Brainerd for a grand total of $28,700.

Jensen did not have a good year with one sixth, an eighth and a thirteenth, plus three DNFs. He won only $2550. "We used that to buy tires and to keep the motor home stocked up with food." But when the whole picture is assembled, he didn't do that badly.

"The company had agreed to spend $15,000 on sponsorship, and we spent $17,000, which they agreed to pay." The whole season cost just over $41,000, including buying the car, but when you subtract the sponsorship funds, Peberdy's salary and consider that Jensen's car is worth about $12,000 if he should sell it, Bruce spent less than $10,000 running a car in the Player's series in 1975. That compares very well to the expenses of many Formula Ford racers. What is even more surprising is that he still has two engines not including the one in the car. He's ready for 1976.

Brack spent quite a bit more, finishing the season having doled out just under $65,000. For that expense he has the $28,700 in prize money, and he hopes to sell the Chevron with engine for $13,000, leaving him one engine for 1976. The difference remains at $23,000. Brack just smiled, "You have to hope that sponsorship will cover that." From his look, it's a fairly safe bet that STP, Valvoline and Goodyear did just that.

No form of racing is cheap, but if you can round up a moderate amount of sponsorship, then a season of F Atlantic is far from an impossible economic proposition. ■





Chris Waddell Photos

1975 EXPENSES

	Brack	Jensen
Car cost	15,500	17,000
Engines (rebuild & replace)	14,400	10,000
Mechanic's wages	15,000	6,000
Motor home rental	4,620	————
Gas for travelling	1,200	1,200
Other motor home expenses	600	600
Insurance for towing	500	425
On track race car insurance	3,120	————
Driver's airfare	1,000	————
Tires	————	3,000
Incidental expenses (accident repairs, parts, etc.)	1,000	3,000
Entry fees	850	725
Total Cost	57,790	41,950

1975 INCOME

	Brack	Jensen
Prize money	28,700	2,550
Sale of car	13,000	Kept car
Sale of tires	————	2,400
Total	41,700	4,950

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Atlanta '75



Mark Weber Photo

The Champion Classic

United States Amature Road Racing Championship

Formula Ford

Wiechmann Wins A Wild One

By Hugh Mooney

Most of practice and qualifying for the Formula Ford bash belonged to Bruce MacInnes of Liberty, New York and his Stimola Race Preparation Zink Z10. Bruce had won the NE Division FF title and was set on showing everyone, including the favored West Coast drivers, how it was done. At the end of Thursday's qualifying session Bruce and his Zink, aided by his mascot Seymore Chicken, had claimed pole position for the 1975 Champion Classic with a 1:31.559 and an average speed of 99.083 mph.

Next to MacInnes was the Lola T342 of Carl Liebich of Plymouth, Wisconsin with a time of 1:31.707. But an accident during the last qualifying session with Chuck Pittenger sent Carl to the hospital and put him out of the running. This moved third fastest qualifier Richard Shirey of Huntington Beach, California to the front row. Richard got his Flat Out Promotions ADF Mk II around in 1:31.873.

The next four qualifiers were in the 32s with the A.M.I. Lola T342 driven by NW Division winner Bob Richardson heading the group at 1:32.063. Nearly half a second back was the Elmer's Pancake House ADF Mk II of Tom Wiechmann who had been plagued with head gasket and timing problems all week.

Chuck Pittenger found Atlanta to be most uncooperative as he crashed heavily on only his third lap of practice and nearly ended his bid for the title then and there. Had it not been for the hard work of the North American Racing Werks crew, who worked for two days straight to rebuild the car, Chuck would have had to sit it out. Red LeGrand, designer and builder of the LeGrand Mk 21, air freighted over $2,000 worth of replacement parts for the repairs. Chuck's crash with Carl Liebich during Thursday's qualifying session only compounded the team's problems. Still, with less than ten laps to his credit, Chuck recorded a 1:32.653 to hold down sixth fastest. Rick Ricketts of Hayward, California was less than two tenths back in seventh place, having driven the Race America entered Merlyn Mk 29 for the first time during Monday's practice. Three weeks before the event Ricketts didn't even own a motor and had yet to file an entry.

After experiencing problems all week, Marty Loft's Hanna Car Washes Crossle 30F was eighth fastest and first in the 33s with a 1:33.051. Rick Bell's Crossle 30F and Lou Lingo's Epoxy 77 Titan Mk 6C rounded out the top ten with a 1:33.099 and 1:33.103 respectively. The next nine cars were also in the 33s, and these consisted of Gary Weitzenhof, Gordon Smiley, ADF designer David Bruns, Dan Marvin, Steve Shelton, Brad LoVette, Tim Evans, Rollin Butler and Dan Torpy. It was not a good weekend for Smiley for during the Saturday morning warmup he was involved in an incident with Brad LoVette which put Gordon's Fred Opert Titan Mk9B into the barrier. Gordon made a deal to drive a spare Zink that Steve Lathrop had brought along and started from the back of the grid.

The 27 car field was filled out by Bruce Feldman, Tim Millis, Ben Blankenship, Bill McDill, John Stiles, Bill Tempero, Gary Passon and Don Guillet.

Formula Fords were the first to entertain the Saturday morning spectators. At the drop of the green flag MacInnes showed he came to Atlanta with only one thing in mind, and by the end of the first lap he was solidly in front.

Lap two claimed Lou Lingo's Titan when a fire started in the engine compartment. Bob Richardson had grabbed the lead, and Loft moved to third as they passed start-finish. MacInnes held second and Shirey fourth, Wiechmann dropping back a little.

Loft darted into second and then took the lead from MacInnes to head the field, only to drop to fourth on the next lap. Richardson was now back in sixth! This was FF racing at its best. At five laps Shirey had bumped MacInnes for the lead which he immediately stretched into a full second.

MacInnes controlled number two spot, and Tom Wiechmann had moved up to third. Loft was fourth, Richardson fifth and Pittenger sixth. Bruns, up from 13th, was beginning to press Pittenger, and Weitzenhof was sniffing at Bruns' gearbox. Dan Marvin of El Sobrante, California was ninth; and Ricketts, having been blocked by a spinning car, slid back to tenth.

Starting the sixth lap Loft moved past Wiechmann; then exiting turn five he pounded into MacInnes, removing his own nose cone and folding up MacInnes' exhaust pipe.

The action continued as LoVette spun at turn two and dropped way back. Feldman lost it at start-finish, then again at turn eight, ripping off the Lola's nose.

continued ➤

Formula Ford continued



Wiechmann's winning ADF. Mark Weber Photo

Steve Shelton spun at one and parked it with a broken timing chain. Smiley had moved the borrowed Zink up to eleventh but was experiencing handling problems and had two spins, one at turn five and the other at eight. At this point he decided to pull it into the pits and get out.

Loft emerged in front on lap seven, the lack of the nose cone apparently not making that much difference. Later there was a question raised as to whether or not Loft should have been black flagged, but nothing ever came of it.

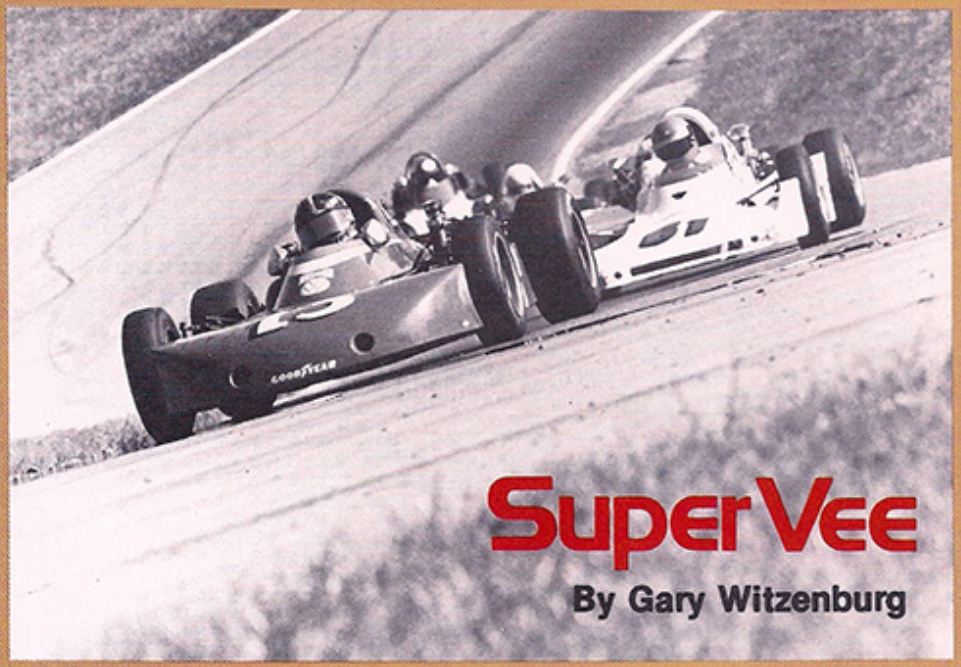
Shirey had his ADF back in front for laps eight and nine with Loft, MacInnes and Richardson in close attendance. MacInnes moved past to lead lap ten while Shirey and Loft were pushing extremely hard behind him — too hard in fact, for they came together in a big way at the bridge turn and crashed hard into first the embankment and then the barrier. Atlanta '75 was history for Loft and Shirey.

This incident left MacInnes with a big lead, but his bent exhaust had cut into his top-end power, and it was not to last.

The race for second was warming up as Wiechmann and Weitzenhof put on the chase. They were swapping their positions every lap, and on the 16th they caught up to the down-on-power Zink and went away in the lead. There was nothing MacInnes could do but try and hang on. Behind these three were Bruns (safe in fourth), Pittenger, Ricketts, Marvin, Richardson, Rollin Butler, Evans, Bell, Feldman, Stiles, Torpy, Millis, McDill, LoVette, Guillet and Tempero.

Wiechmann took over the lead at the beginning of the last lap, but Weitzenhof and MacInnes were right there. This was it; the next to last turn and the last opportunity to pass. Weitzenhof went to the inside in an attempt to get under Wiechmann, but the ADF moved over to shut the door. Weitzenhof was running out of track as they came to the bridge, and the cars touched. Weitzenhof, having no place to go, shot across and off the track in front of Wiechmann just as they crested the hill.

MacInnes made a last ditch effort at turn twelve but had to settle for second as Tom Wiechmann held on for the win. Bruns and Pittenger went by for third and fourth as Weitzenhof regained control of ➤



Super Vee

By Gary Witzenburg

Johnson pressured Phillips all the way. Mark Yeager Photo

Defending champion Fred Phillips was heavily favored to repeat this year, and the predictions looked especially secure during Wednesday's qualifying as "Fast Freddie" was about a second and a half quicker than second-fastest Jerry Jolly. But then young Herm Johnson went out on Thursday to nearly match Phillips' 1:28.381 with an impressive 1:28.536. Jolly was thereby bounced to the second row at 1:29.841. Jolly was followed by Bill Neuhoff and Billy McConnell, both in the mid-1:30s.

The race was quickly evolved into two excellent contests, Johnson hard on the heels of Phillips and Neuhoff battling Jolly for third. The unfortunate McConnell drove into the paddock on lap three with mechanical problems, possibly due to a first-lap love tap from Jolly.

So good was the racing up front from that point on that various other miscues and problems back in the pack went nearly unnoticed. Richard Turner recorded the first spin, going off at turn 12 but quickly collecting his Lola and rejoining the fray. Then Ray Waddell's Lola was meatballed for dropping fluid, and Karl Patton (Lola) and Dick Simis (Royale) had a shunt at twelve, retiring them both. John Barringer (Royale) also joined the third lap DNFs with a mechanical failure on the back striaght, and Dannis Blain's Zeitler became crippled soon after and turned into a moving chicane. Waddell had fixed his leak and returned to the race, but then Dave Yoder checked into the pits looking for a replacement for his visor, which had blown off at speed. Brother Mike Yoder spun off at seven but continued.

The crowd's interest remained riveted on the pair of two-car battles at the front, as none of the four drivers was about to yield any distance to the others. Ironically, it was the slower traffic on the final lap that cost both Johnson and Neuhoff their chances of drafting by Phillips and Jolly at the end. So Phillips retained his title in the Bill Scott Elden with a mere 0.3-second win over the 22-year-old Johnson's Austin's White House Lola T324, with Jolly's T324 holding third at the flag over Neuhoff's Bill Scott Royale. Scott Ovel, Ron De Marco, George Batchelor, Mike Yoder, Bob Houston and Ken Schley rounded out the top ten. The fastest lap was turned by Johnson at 1:28.1, or 102.973 mph. Asked if he had expected such terrific pressure from Johnson, "Fast Freddie" said something like, "I certainly didn't. He did one hell of a job." ■

Results

CSPRRC Race Number 15
Formula Super Vee
November 2, 1975

1. Fred Phillips, Elden Mk 14B, 27 min 58.3 sec, 97.45 mph, 18 laps
2. Herm Johnson, Lola T324, 18 laps
3. Jerry Jolly, Lola T324, 18 laps
4. Bill Neuhoff, Royale RP19, 18 laps
5. Scott Ovel, Lola T324, 18 laps
6. Ron De Marco, Royale RP18, 18 laps
7. George Batchelor, Lola T320, 18 laps
8. Mike Yoder, Lola T320M, 18 laps
9. Bob Houston, Royale RP18A, 17 laps
10. Ken Schley, Tui AM29, 17 laps
11. Peter Sharland, Lola T252, 17 laps
12. Bob Lybarger, Lola T324, 17 laps
13. Don Sehoeny, Tui AM29, 17 laps
14. Richard Turner, Lola T322, 17 laps
15. Dave Yoder, Lola T320, 16 laps
16. Dannis Blain, Zeitler, 16 laps
17. Ray Waddell, Lola T250, 14 laps
18. Billy McConnell, Tui BH5, 3 laps*
19. Karl Patton, Lola T250, 3 laps*
20. Dick Simis, Royale RP9, 3 laps*
21. John Barringer, Royale RP19, 3 laps*
22. John Hancock, Tui BH3, DNS
23. Peter Dodge, Lola T252, DNS

* Not Running At The Finish

his flying Zink to fill in fifth spot. Weitzenhof was hot about the incident and filed a protest against the winner. After an extremely long investigation the protest was disallowed.

Ricketts ended up sixth but could have been fourth if it hadn't been for crossed up pit signals — he thought there was another lap to go. Richardson, after a couple of off course excursions, settled for seventh. Dan Marvin, Rollin Butler and Tim Evans accounted for the rest of the top ten finishers at the end of the eighteen laps.

Tom Wiechmann is a good champion and ran a well calculated race from start to finish. Tom is a 34-year-old airline pilot from Kent, Washington, has been racing for five years and finished second here last year.

In qualifying for the runoffs Tom had three National wins, two seconds and one third in the NorPac Division.

Another record was set for this event, one that might be the start of a new movement. The first five cars were all American built: ADF, Zink, ADF, LeGrand and Zink. ■

Race Data

CSPRRC Race Number 8
Formula Ford
November 1, 1975

1. Tom Wiechmann, ADF Mk II, 28 min 00.3 sec, 97.25 mph, 18 laps
2. Bruce MacInnes, Zink Z10, 18 laps
3. David Bruns, ADF Mk II, 18 laps
4. Chuck Fittenger, LeGrand Mk 21F, 18 laps
5. Dave Weitzenhof, Zink Z10, 18 laps
6. Rick Ricketts, Merlyn Mk 29, 18 laps
7. Bob Richardson, Lola T342, 18 laps
8. Dan Marvin, Titan Mk 6, 18 laps
9. Rollin Butler, Zink Z10, 18 laps
10. Tim Evans, Zink Z10, 18 laps
11. Rick Bell, Crossle 30F, 18 laps
12. Bruce Feldman, Lola T240, 18 laps
13. John Stiles, ADF Mk II, 18 laps
14. Dan Torpy, Lola T340, 18 laps
15. Tim Millis, Van Diemen, 18 laps
16. Bill McDill, Royale RP21, 18 laps
17. Brad LoVette, Crossle 30F, 18 laps
18. Don Guillet, Crossle 30F, 18 laps
19. Bill Tempero, Merlyn Mk 29, 17 laps
20. Gary Passon, Lola T340, 16 laps*
21. Ben Blankenship, Lola T342, 11 laps*
22. Richard Shirey, ADF Mk II, 10 laps*
23. Marty Loft, Crossle 30F, 10 laps*
24. Gordon Smiley, Zink Z10, 9 laps*
25. Steve Shelton, Titan Mk 6 C, 7 laps*
26. Louis Lingo, Titan Mk 6C, 2 laps*
27. Carl Liebich, Lola T342, DNS

* Not Running At The Finish

FORMULA FORD GRID

Carl Liebich* Lola T342 1:31.707	**Bruce MacInnes** Zink Z10 1:31.559
Bob Richardson Lola T342 1:32.063	**Richard Shirey** ADF Mk II 1:31.873
Chuck Fittenger LeGrand Mk 21F 1:32.653	**Tom Wiechmann** ADF Mk II 1:32.545
Marty Loft Crossle 30F 1:33.051	**Rick Ricketts** Merlyn Mk 29 1:32.863
Louis Lingo Titan Mk 6C 1:33.103	**Rick Bell** Crossle 30F 1:33.099
Gordon Smiley Titan Mk 9B 1:33.209	**Dave Weitzenhof** Zink Z10 1:33.189
Dan Marvin Titan Mk 6 1:33.476	**Dave Bruns** ADF Mk II 1:33.316
Brad LoVette Crossle 30F 1:33.618	**Steve Shelton** Titan Mk 6C 1:33.536
Rollin Butler Zink Z10 1:33.750	**Tim Evans** Zink Z10 1:33.692
Bruce Feldman Lola T240 1:34.008	**Dan Torpy** Lola T340 1:33.918
Ben Blankenship Lola T342 1:33.162	**Tim Millis** Van Diemen RF 1:34.350
John Stiles ADF Mk II 1:35.387	**Bill McDill** Royale RP21 1:35.219
Gary Passon Lola T342 1:36.071	**Bill Tempero** Merlyn Mk 29 1:35.463
	Don Guillet Crossle 30F 1:40.630

* Did Not Start



Formula C winner Dirk Wrightson. Marc Burgraff Photo

Formula C

By Gary Witzenburg

The FC fracas, while not the multi-car drafting battle we all know and have come to love in some of the other classes, was one hell of a race. Dirk Wrightson had had his Wrightson Racing Brabham BT29 going a good second quicker than defending champ Bill Anspach during Wednesday's qualifying session, but Anspach retaliated by coaxing nearly another two seconds out of his Laminaire Corporation Chevron B17 on Thursday to take the pole at 1:30.279. Bob Welch and Ed MacGrotty were into the 1:32s, and Peter Brower sat fifth at 1:33.823.

Three Chevrons, five Brabhams, a Lola, a Lotus and a Tui took the green, and the race soon settled to a knock-down, drag out between Wrightson and Anspach. Wrightson led the first six laps at start-finish; then Anspach took over for the next five, but there was never much air between them.

Anspach was pushing the Chevron as hard as he could, trying to pull away from the determined Wrightson, but he was not able to shake the Brabham. Then on lap 12 the Chevron came out from under the turn eleven Coca Cola bridge and went completely sideways down the hill. Anspach recovered, but the car over-corrected itself and shot to the left. By the time he got it straightened around, his momentum had carried him onto the pit lane, and in trying to get it back on line Anspach had no choice but to test the infamous Road Atlanta speed bumps.

Those speed bumps were put there, starting about two-thirds of the way up the hill, to discourage the racers from using the lane set aside for the pit entrance as part of the turn. But everyone knows that racers are prone to utilize a little more track than they're given, and those unique bumps have claimed more than their share of wheels, tires, shocks, springs, fiberglass and drivers' egos.

As Anspach tried to traverse these bumps, his Chevron was tossed around, and became nearly airborne before crashing heavily back to the pavement. Bill still managed to recover in time to go side by side with Wrightson into twelve.

MacGrotty had moved his Hei-Mac Racing Lotus 41 into second two laps later. Meanwhile Peter Brower, who had been dicing for fourth with Bob Welch, lost his Brabham in turn five and hit the embankment. Welch had already gone off at four, and fourth was relinquished to the Firelands Motor Company Chevron of Paul Henry. Soon Henry retired and handed the position to Gary Revesz, who had recovered from an earlier shunt with Les Miller's Big Banana Racing Brabham that had sent Miller to the pits and out of the race.

Anspach decided that his car was still healthy enough to argue with MacGrotty for second, so he pushed his nose up under the Lotus' wing and waited for the Californian to make a mistake. He never did regain the position, but he gave MacGrotty and the crowd another good show for the final laps. The order at the finish was Wrightson, MacGrotty, Anspach, Revesz and Karl Bergmann in the Kissing Bridge Ski Center Brabham BT21. Wrightson had the fastest lap at 1:30.41 (100.47 mph), and his victory margin was 11.2 seconds. The race was noteworthy in that it was the first time the much-maligned FC cars had lapped Atlanta faster than the Formula Fords, and the drivers were confident during the post-race interviews that the class was alive and well. The top three were powered by destroked (1600 to 1100 cc) BDA Ford engines built by Swindon Racing Engines of England (150+ hp, $5,000 a copy) which are said to be "super-reliable, unless a belt breaks".

"This race should go a long way toward revitalizing the class," said MacGrotty. "Now we have the engine, but we're still looking for the car." The drivers told FORMULA that their cars, most of rather ancient vintage, weigh in at around 1,000 lbs. but the class rules specify a minimum of 750 lbs. Are you listening, car builders? ■

Results

CSPRRC Race Number 5
Formula C
October 31, 1975

1. Dirk Wrightson, Brabham BT29, 27 min 53.9 sec, 97.66 mph, 18 laps
2. Ed MacGrotty, Lotus 41, 18 laps
3. Bill Anspach, Chevron B17, 18 laps
4. Guy Revesz, Chevron B17, 17 laps
5. Karl Bergmann, Brabham BT21, 17 laps
6. Paul Henry, Chevron B29, 14 laps*
7. Bob Welch, Lola T240, 13 laps*
8. Peter Brower, Brabham BT21, 12 laps*
9. Van Dunrest, Brabham, 7 laps*
10. Les Miller, Brabham BT29, 3 laps*
11. John Saucier, Tui BM3, DNS
12. Jack Nelson, Brabham BT18, DNS

* Not Running At The Finish



Tom Pomeroy leads momentarily. Gary Witzenburg Photo

Formula Vee

By Gary Witzenburg

The FV bash is traditionally one of the best of the Road Atlanta weekend, and the 1975 version was no exception. Sitting on the pole with an impressive time of 1:42.842 was CEN-DIV's Warren Mockler in his VW North/Kustom Lynx, but Southeast's Jeff Carlin in the Turn One Ringwraith and Midwest's Bill Noble in the Noble's Auto-Works Lynx had both gotten into the 43s and were ready to pounce on Mockler with a vengance.

No less than 14 other drivers were qualified in the 1:44s, including James Callaghan, Terry Satchell, Tom Pomeroy, Mike Frangkiser, Kip Laughlin, Jim Brookshire, Don Courtney, Brent Milner, John Hogdal, Bill Cruse, Michael Billesbach, Jim Hall, Tim Kuykendall and Stuart Fisher. Six of those (Frangkiser, Courtney, Milner, Hogdal, Cruse and Billesbach) were divisional champions, and every one of them was planning to run for the front.

Still everyone filed through turn one with little difficulty at the start, and the early order became essentially the same as qualifying. But, incredibly, by the time the pack had crossed the start-finish at the end of the first lap, Kip Laughlin had brought Steve Lathrop's trick new Zink up from the eighth starting slot into the lead. Meanwhile, Brent Milner had already suffered the first of a number of unpleasantnesses he would encounter that morning by spinning at turn six.

The Lynx drivers, surprised but undaunted by Laughlin's charge, soon got down to the business of reeling him in. By lap four the lead pack had evolved into Laughlin, Mockler, Frangkiser, Noble and Carlin, and the position changes were far too numerous to follow. Frangkiser was credited with the lead on the fifth lap, but Laughlin had regained it by the time they reached the uphill turn five. The seventh time by it was Laughlin leading Frangkiser at turn five with Carlin, Mockler and Noble in tight formation behind. By mid-race, however, it was Frangkiser and Noble in the first and second positions.

Hogdal's Mazuro Lynx and Callaghan's Noble Lynx had been involved in a minor dispute with Brookshire's Turn One Racing Zink, dropping all three from contention and causing Callaghan (who had qualified fourth) to retire with a flat right rear tire. Fifth qualifier Satchell and sixth-fastest Pomeroy, meanwhile, had lost the leaders' draft and were contending with Courtney, Cruse, Billesbach and the rest in the second group of cars.

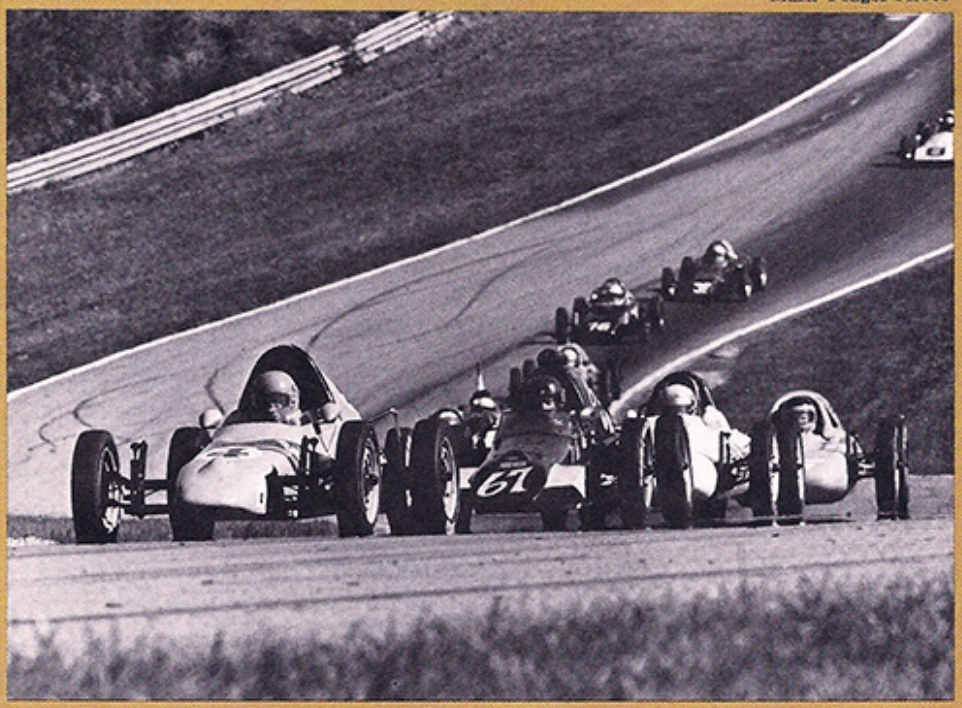
Brookshire soon found himself off course at turn seven, losing some more time, and Hogdal checked in with suspension damage, probably as a result of the shunt mentioned above. Then Milner spun his Envirotex/Volks-Works Lynx in turn one in front of God and everyone and punted Jon Van de Car's Auto-dynamics off course and out of the race in the process. Kuykendall in the German Auto Repair Zink also suffered a spin at turn seven and made minor contact with Courtney's Vista Life Company Caracci.

Others with recorded spins and/or off course excursions during the course of the race included Southwest divisional champ Greg Atwell (Southwest Vee Racing Lynx) at turn seven, Jim Havell (Beetle Barn Import Caldwell) at turn six, Stu Fisher (Chartered Bank of London Lynx) also at seven and Mike Billesbach (Coldwater Racing B-D13) at three; Mike Loken (Gondola Ski Shops Shadowfax) and Rex Stage (Super Lubes Williams) were forced out with mechanical problems. (Which all proves that if you lost hope of finishing high enough to get your sponsor's name into print, try spinning or breaking.)

It turned out to be a good race right down to the last turn with Frangkiser emerging on top, followed by Carlin, Noble, Mockler and Laughlin; then Cruse, Satchell, Atwell, Pomeroy and Courtney. The champion, a Manhattan, Kansas Pizza Hut franchisee, had won his sixth race of the year (the other five were Nationals) to take the title in only his second year of competition.

The margin of victory was a hair over one second after eighteen laps, and the average speed was 85.77 mph. Fastest lap of the race was credited to Terry Satchell's Lynx at 1:43.82 or 87.5 mph. Fully seven of the top ten positions were occupied by John Mills' Detroit-built Lynx cars, the exception being Carlin's

Mark Yeager Photo



Brent Milner leads Terry Satchell, Tim Kuykendall, Michael Billesbach in the battle for seventh.

Mark Yeager Photo



The new champion.

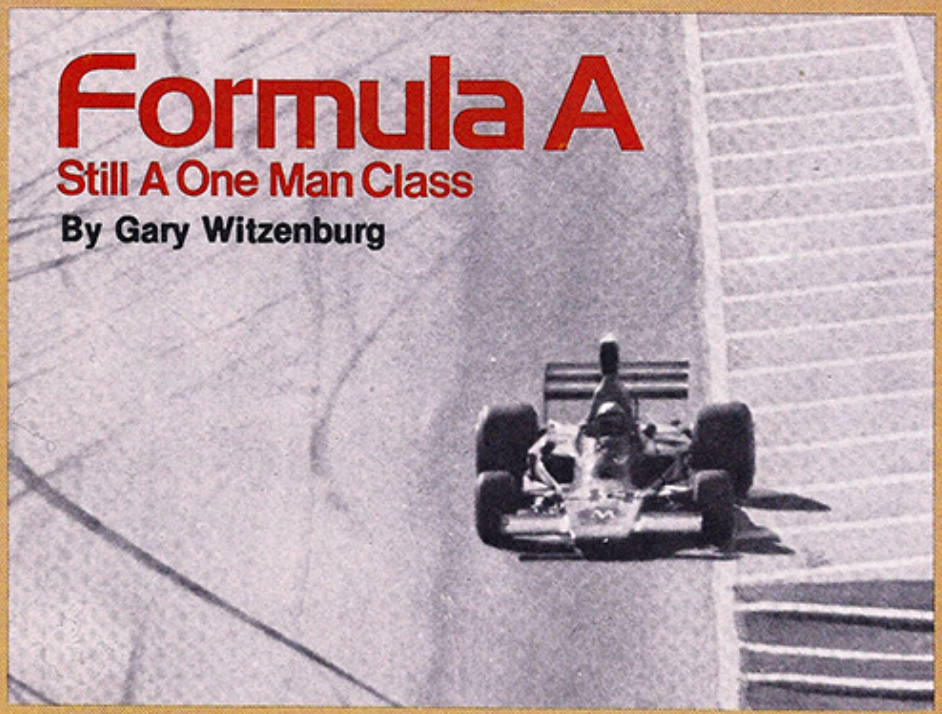
second place Ringwraith (an eight-year-old Harvey Templeton design), Laughlin's prototype Zink and Courtney's Caracci.

Watch out for this new guy from Kansas, and watch out for that radical new Zink, which developer/distributor Lathrop says has a way to go yet before it reaches its potential. The '76 manufacturers' battle promises to be as interesting as the ones between the drivers. ■

Formula A

Still A One Man Class

By Gary Witzenburg



Gary Witzenburg Photo

Ho hum. Another Jerry Hansen runaway. Might as well take a nap or run to the market to replenish the cooler. But wait a minute. Who's that in the lead in that old car? Why, it's good old amiable Howie Fairbanks, the advertising guy from St. Paul, Minnesota, coke bottle glasses and all.

The grid looked dismal. Hansen's Midwest Federal Lola T330 qualified at 1:16.956 (117.885 mph), which was some 2.3 seconds better than reformed drag racer Danny Ongais could muster with his Interscope/Bell Electric T332 and almost 10 seconds quicker than Fairbanks' (Lightweight Engineering Surtees) best. Moreover, only two other drivers had qualified at all: Pat Garmyn (McLaren M10A) and Norm Marx (Fast Company Lola T300). Tuck Thomas, Ron Dykes, Roger Bighouse, Ken Owen and Tony Russell had not even managed a single qualifying lap, having blown or otherwise damaged their cars in practice. John Mullholland's best recorded lap in his American Stress Wire Lola T140 did not fall within the required 20% of the polesitter's time. The final blow to the race was when Ongais withdrew on race day morning, saying that the damage his car's chassis had suffered in a shunt during the Riverside F5000 race the week before made it unsafe to compete.

So Fairbanks started next to Hansen, followed by Garmyn and Marx. Mullholland was granted sole occupancy of the third row to make a five-car field, lending credence to the argument that such an expensive and poorly supported class perhaps should not be contended on the amateur level.

But Fairbanks surprised everyone by running with Hansen in the early laps and even leading the first three. There was speculation that the Minnesota stock broker and Brainerd International Raceway owner may have been experiencing some sort of problem, but it's more likely that he was conscious of giving the crowd a good show and was holding back a bit. In all fairness to Fairbanks, however, it should be emphasized that he was driving his tail off in the seven-year-old Surtees, which was his undoing.

He later tried to go too deep into turn three and managed to get all four wheels off the ground, bouncing through the rough on the outside. Howie got it collected and ran second for a while, but the front wings and suspension had been damaged, and the Surtees became a handful on the very fast back straight. On lap nine, he spun it off in nearly the same spot and relinquished second to Garmyn. The final order was thus determined, with Marx finishing fourth on the same lap, and Mullholland bringing the ancient Lola in a couple of laps down.

Hansen's average speed was a leisurely 103.8 mph, and his best lap was only 1:25.4 (106.36 mph) in chalking up his 13th National Championship. At least all five cars finished, and it's interesting to note that Garmyn, a 24-year-old truck driver from Archbold, Ohio, had been runner-up in his very first year of racing. That's right. He had fans, drivers' school, regionals and enough nationals to make the runoffs in one season. Says Garmyn: "I've spent my own money and most of my wife's, but it's what I want to do." He'll be sponsor-hunting over the winter, and if determination counts any more we should keep our jaundiced eyes on young Mr. Garmyn. ■

Race Data

CSPRRC Race Number 1
Formula Vee
October 31, 1975

1. Mike Frangkiser, Lynx B, 31 min 45.838 sec, 85.77 mph, 18 laps
2. Jeff Carlin, Ringwraith, 18 laps
3. Bill Noble, Lynx, 18 laps
4. W.C. Moekler, Lynx B, 18 laps
5. Kip Laughlin, Zink, 18 laps
6. Bill Cruse, Lynx, 18 laps
7. Terry Satchell, Lynx B, 18 laps
8. Greg Atwell, Lynx, 18 laps
9. Tom Pomeroy, Lynx B, 18 laps
10. Don Courtney, Caracci D13, 18 laps
11. Tim Kuykendall, Zink, 18 laps
12. Jim Brookshire, Zink, 18 laps
13. Michael Billesbach, Caldwell D13, 18 laps
14. Jim Havell, Caldwell, 18 laps
15. Jim Hall, RCA Mk III, 18 laps
16. Bob Sieck, Zink, 18 laps
17. Charles Proctor, Lynx B, 18 laps
18. Brent Milner, Lynx, 18 laps
19. Stan Townes, Zink, 18 laps
20. Rex Stage, Williams, 18 laps
21. Jon Van de Car, Autodynamics, 7 laps*
22. James Callaghan, Lynx, 3 laps*
23. Stuart Fisher, Lynx, 2 laps*
24. John Hogdal, Lynx B, 2 laps*
25. Mike Loken, Shadowfax, 2 laps*
26. Dick Murray, Zink, DNS

* Not Running At The Finish

FORMULA VEE GRID

Jeff Carlin Ringwraith 1:43.467	**W.C. Moekler** Lynx B 1:42.842
James Callaghan Lynx 1:44.102	**Bill Noble** Lynx 1:43.977
Tom Pomeroy Lynx B 1:44.110	**Terry Satchell** Lynx B 1:44.106
Kip Laughlin Zink 1:44.319	**Mike Frangkiser** Lynx B 1:44.265
Don Courtney Caracci D13 1:44.513	**Jim Brookshire** Zink 1:44.413
John Hogdal Lynx B 1:44.581	**Brent Milner** Lynx 1:44.528
Michael Billesbach Caldwell D13 1:44.647	**Bill Cruse** Lynx 1:44.619
Tim Kuykendall Zink 1:44.738	**Jim Hall** RCA Mk III 1:44.711
Jon Van de Car Autodynamics 1:45.167	**Stuart Fisher** Lynx 1:44.801
Jim Havell Caldwell D13 1:45.290	**Mike Loken** Shadowfax 1:45.201
Rex Stage Williams 1:45.710	**Greg Atwell** Lynx 1:45.479
Bob Slack Zink 1:46.248	**Dick Murray** Zink 1:45.866
Stan Townes Zink 1:49.501	**Charles Proctor** Lynx B 1:46.293

Race Data

CSPRRC Race Number 3
Formula A
October 31, 1975

1. Jerry Hansen, Lola T330, 26 min 15.2 sec, 103.80 mph, 18 laps
2. Patrick Garmyn, McLaren M10A, 18 laps
3. Howie Fairbanks, Surtees, 18 laps
4. Norman Marx, Lola T300, 18 laps
5. John Mullholland, Lola T140, 17 laps
6. Danny Ongais, Lola T332, DNS

FORMULA A GRID

Danny Ongais Lola T332 1:19.265	**Jerry Hansen** Lola T330 1:16.956
Patrick Garmyn McLaren M10A 1:27.437	**Howie Fairbanks** Surtees 1:26.604
	Norman Marx Lola T300 1:29.633



Formula B National Champion Bobby Rahal. Mark Weber Photo

Formula B

By Hugh Mooney

On the basis of the qualifying times this should have been the best race of the weekend. The first six cars were within a second of pole time, and less than twelve seconds covered all 20 qualifiers. It looked good on paper but didn't prove out during the race.

Young Jim Crawley of Frenchtown, New Jersey had his International Marketing Chevron B29 on the pole with a 1:22.929, 109.404 mph. With only a year's worth of racing under his belt Crawley looked very promising. Player's Challenge Series flash Bobby Rahal occupied the other spot up front, less than a hundredth of a second back. Tom Pumpelly was next up with a 1:22.994, and Fred Phillips moved his Bill Scott entered Lola T360 around in a 1:23.040 to fill the fourth spot. Last year's winner Ken Duclos was fifth followed by Tom Outcault, Jon Norman, Eric Kerman, Chip Mead and Pat Walter in the new Ralt RT1.

It took two pace laps to get the race under way. The green was displayed to what was still, despite the extra lap, a very ragged field, and Rahal shot into the lead followed by Tom Pumpelly. Crawley couldn't believe they got the green and ended up third into turn one.

Crawley was pushing for all he was worth and had moved past Pumpelly for second spot, but Rahal already had about a full second in hand at the front. On the fifth lap Pumpelly pulled into the pits, and his day was over. This moved Phillips to third followed by Duclos' Trojan Tools/Kay-Dee Brabham BT40, Kerman's March and the Lotus 69 driven by Jon Norman.

By the eighth lap Rahal had a comfortable three-second lead over Crawley who in turn was eight seconds ahead of Phillips, Duclos and Kerman. Chip Mead was leading a group that consisted of Norman and Outcault, who were having a great dice, and Pat Walter. Well back from this bunch were Joe Sposato, Mike Rand, Sandy Shepard and Bob Young.

With Rahal and Crawley off on their own, Duclos took over third spot from Phillips who then spun to avoid a backmarker at turn seven on the eleventh lap. This dropped Phillips to eighth. One lap later Duclos pulled in the pits with a dead engine, ending his dice with Kerman's Audiovox March for third. Chip Mead had moved up to fourth with Norman pressing.

Phillips developed a misfire only two laps from the end and finished his race stranded out on the track's turn seven. Mead was now close to Kerman, close enough in fact to make contact with him at seven. Mead went off course losing some time, and Jon Norman slipped by for fourth.

At the finish it was Rahal by eight seconds. Crawley was second and had developed a misfire on the last lap but still had 25 seconds on third place man Eric Kerman. Jon Norman held on for fourth as Mead went past in fifth. Tom Outcault ended up where he had qualified, sixth. Seventh through tenth were Pat Walter, Mike Rand, Sandy Shepard and Warren Pauge. ■

(BELOW) After only one year of racing Jim Crawley found himself on the pole in Formula B.

Mark Yeager Photo



Race Data

CSPRRC Race Number 17
Formula B
November 2, 1975

1. Bobby Rahal, March 75B, 24 min 54.8 sec, 109.43 mph, 18 laps
2. Jim Crawley, Chevron B29, 18 laps
3. Eric Kerman, March 75B, 18 laps
4. Jon Norman, Lotus 69C, 18 laps
5. Chip Mead, March 75B, 18 laps
6. Tom Outcault, March 74B, 18 laps
7. Pat Walter, Ralt RT1, 18 laps
8. Mike Rand, Brabham BT40, 18 laps
9. Sandy Shepard, Lola T360, 18 laps
10. Warren Pauge, Brabham BT38, 17 laps
11. Mike Winn, Merlyn Mk 21, 17 laps
12. Fred Phillips, Lola T360, 16 laps
13. Bob Young, Lola T360, 16 laps*
14. Porter Brownlee, Merlyn Mk 21, 16 laps*
15. Charlie Derbes III, Brabham BT29, 14 laps*
16. Ken Duclos, Brabham BT40, 12 laps*
17. Joe Sposato, Chevron B29, 12 laps*
18. Steve Jizmagian, March 722, 12 laps
19. Tom Pumpelly, March, DNF
20. John Elder, Brabham BT40, DNS

* Not Running At The Finish

FORMULA B GRID

Bobby Rahal March 75B 1:22.938	**Jim Crawley** Chevron B29 1:22.929
Fred Phillips Lola T360 1:23.040	**Tom Pumpelly** March 1:22.994
Tom Outcault March 74B 1:23.952	**Ken Duclos** Brabham BT40 1:23.319
Eric Kerman March 75B 1:24.154	**Jon Norman** Lotus 69C 1:24.142
Pat Walter Ralt RT1 1:24.610	**Chip Mead** March 75B 1:24.156
Joe Sposato Chevron B29 1:25.753	**Mike Rand** Brabham BT40 1:24.708
Warren Pauge Brabham BT38 1:27.896	**Bob Young** Lola T360 1:27.174
Mike Winn Merlyn Mk 21 1:28.127	**Sandy Shepard** Lola T360 1:27.998
John Elder* Brabham BT40 1:31.366	**Steve Jizmagian** March 722 1:28.519
Porter Brownlee Merlyn Mk 21 1:34.262	**Charlie Derbes III** Brabham BT29 1:31.540

* Did Not Start

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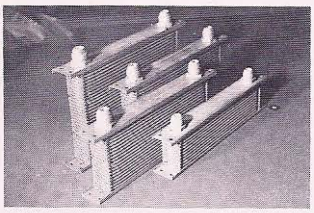
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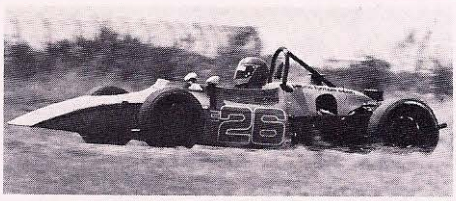
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